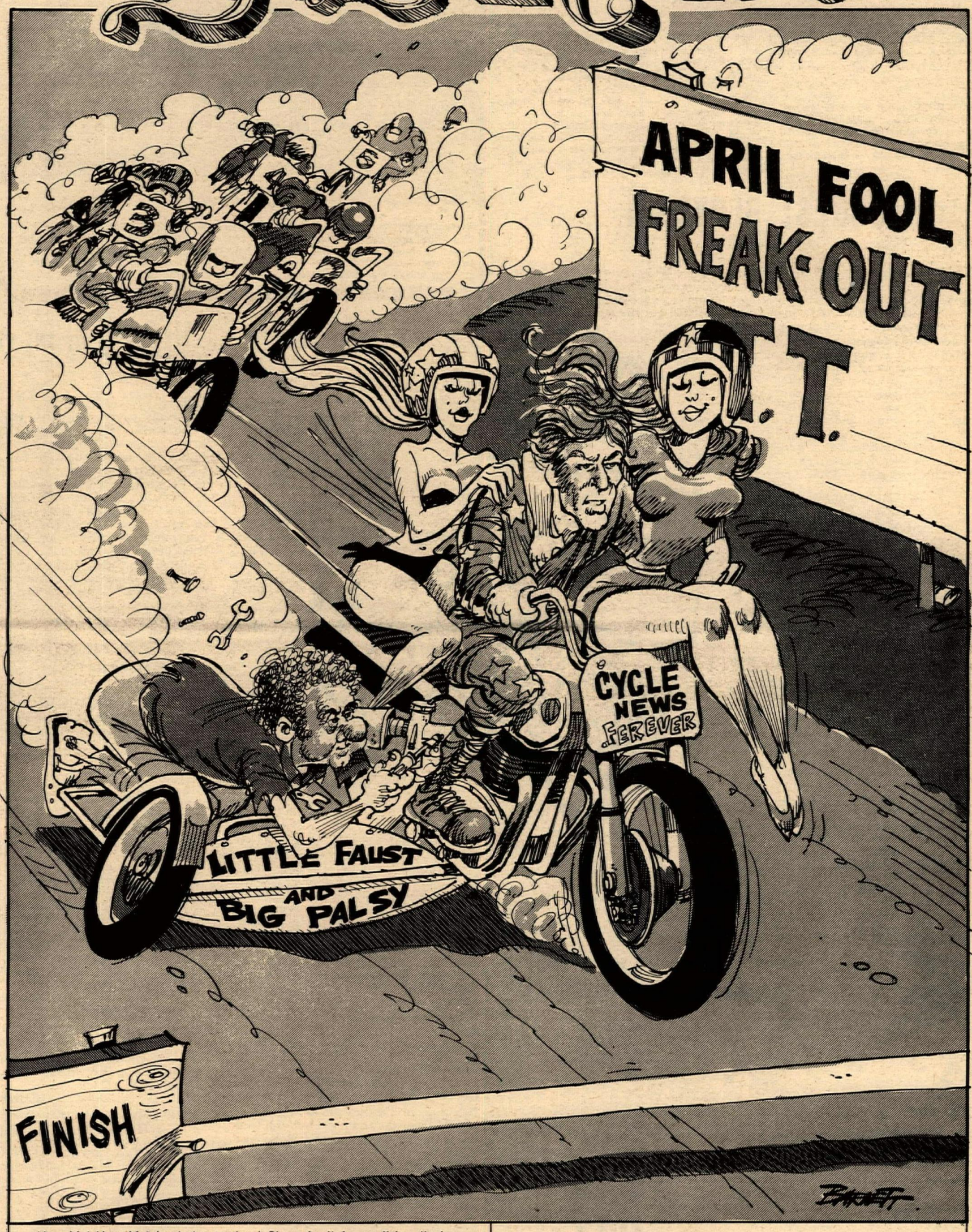
VOLUME VIII NUMBER 12 April 6, 1971 PRICE THIRTY CENTS

Cycle Noise



Hear Ye! Hear Ye! (and also read ye) Since April 1st traditionally is a day of joyous celebration for all editors, writers, typesetters, advertising sellouts and Spiro Agnew and since this OUR day we are hereby releasing several gallons of ink in a probably vain attempt to tickle your funny bone (please remove your helmets at this time). Therfore, forethwith will be found approximately 8 pages of unmitigated nonsense (differing you might observe from our normal output only in terms of mitigation) which you may peruse or wallow in at your discretion on your way to the more serious stuff of the week which will be found (if our merry making task be not so gravely undertaken as to completely unhinge our wits) on page 5.

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

NOTICE

PSYCHO NUDES reserves the write two incert typeografical errors in al storys without the permission of our righters.

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WHAT'S HAPPENING???

YESTERDAY

INDOOR HARE & HOUND by BLM limed in BLM Club House, Riverside, Cal. Anytime start, upstairs. 3674 17-room loops. Knobs ok, silencers or we'll kill you. Info: 969/696-9696 after hours.

TODAY

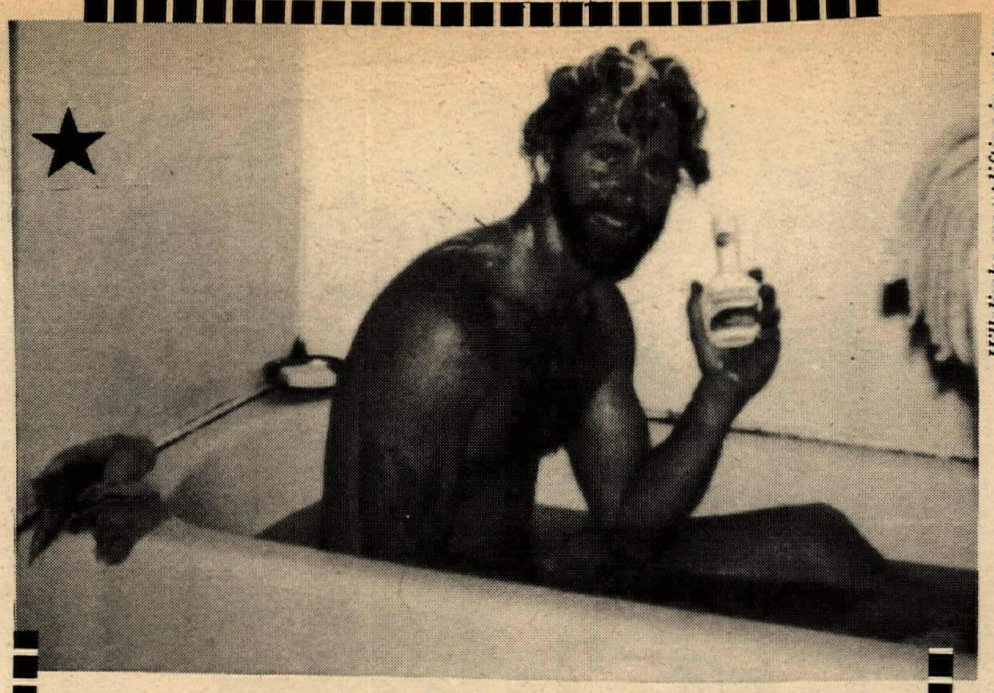
WET MOTOCROSS, limed 15 miles west of Santa Monica Pier. LeMans start. Waterproofing advised. Banner sinks at 10 a.m., riders meet at 10:15, practice at 8:30 p.m., race at your own risk. Info: call them.

TOMORROW

MOON ENDURO by Apollo 16, limed from Crater Camp. One 5-mile loop, finisher pins. Aerospace Cyclers Assn. sanct., Dist. 13 pts. Bring your own air. Virgin territory. Info: Houston Control.

DAY AFTER TOMORROW

LONG HAIR SCRAMBLES by the Beethoven V M.C., limed from Carnegie Hall, Spectators meet at 3:30 a.m. at Joe's Pizza Parlour, women encouraged. Gates close at 8, race at noon. No pit racing while on the course. Special mini-hack race. Nov. trailbikes must go all the way (subject to arrest if they don't). Info: free, ask for Hairry.



Hillclimbs are uplifting in nature.

Typical Psycho Nudes subscriber, Harry Chester, does his daily thing to wrinkle the skin. "Ya know, people don't believe me when I tell 'em I'm only 13-years-old. They tell me right back, 'Ya know, I don't think you're 13-year-old.' Its great for getting discounts on tickets to see the races, but it's that having to drink coke which is the big hang-up." OK, Harry, stand up and take a bow as this week's Psycho Nudes Subscriber of the week.

A Modest proposal

By Matt Glover

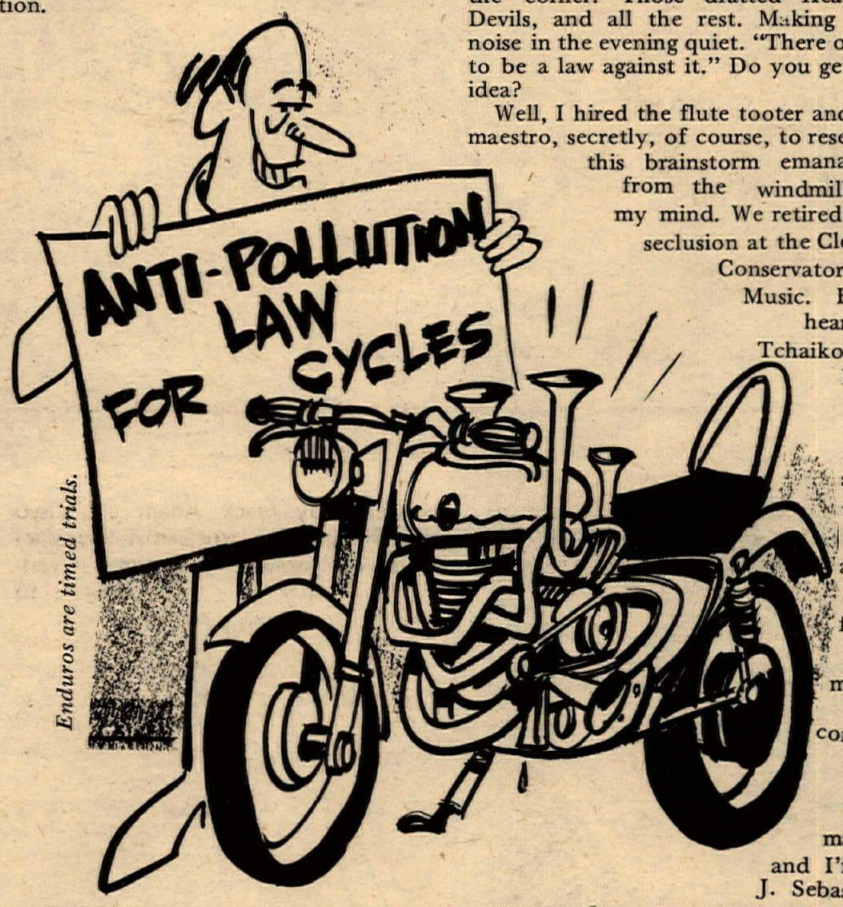
It has all just come to me, right now. I couldn't sleep. Well, anyway, I had to get up to go. So I went, and made a cup of tea, and sat in my rocker daydreaming, at night mind you, looking out the window at the moonlight on the distant mountains. Those blips of cosmic light started coming through, and I got the message. All this malarky about smog emission and noise pollution.

Let's handle this smog business first. On an automobile it is a simple matter to eliminate exhaust smoke and noise. You just attach a garden hose to the exhaust pipe, then run it around the side and into a side window. Crank the window up tight to hold the hose in place and presto, the public isn't bothered by smoke and/or noise, and your problems are over. For good! (You better believe it). With a motorcycle it is a bit different.

You've seen the ads for these new adjustable main jets. Well, I've converted my machine with one of these, and also removed the air cleaner. If I'm gonna burn smog there is no need to filter it, right? Right. So, I motor out to I-17, sit up on top of the mesa waiting for one of those diesel buses, or trucks, to come along. Then I sneak out on the shoulder, and as he goes by I grab a handful and slip into his slipstream. With my left hand I reach down and screw that adjustable jet almost up tight, cut in the snorkel and operate on the exhaust fumes. Aren't I patriotic, burning up his smog emissions?

As we come into town off the freeway the smog gets better. Really great. Premium grade, high-octane.

Now for the noise elimination. Simple. Have you ever been to a concert by the Civic Philharmonic Orchestra? Harmonics, see, there it is right there. crashing cymbals at the grand finale. They can't stop, because they repeat it over and over until the maestro collapses off the podium from exhaustion and punctured ear drums. All consumated to a standing ovation, a terrific outburst of applause, amid shouts of "encore, encore".



Enduros are timed trials.

As the stuffed shirts and girdles exit Symphony Hall after the concert, a couple bikes pull away from the light at the corner. Those dratted Heaven's Devils, and all the rest. Making that noise in the evening quiet. "There ought to be a law against it." Do you get the idea?

Well, I hired the flute tooter and the maestro, secretly, of course, to research this brainstorm emanating from the windmills of my mind. We retired into seclusion at the Cleator Conservatory of Music. Ever hear of Tchaikovsky's Fifth? The three of us started with a fifth apiece. The flutish has melody, the conductor has the beat, man), and I'm no J. Sebastian Bach baby but I used to pump a mean organ. O.K. Back to the drawing board.

We drilled six holes in a line, along the top of the muffler. So, we've got the holes drilled, and the engine idling but now we've got to figure out some way to finger the holes. We weld a chain guide along the holes, sort of a slide, reroute the piping (the holes) under the chain, and drop 'er into gear. As the chain links slide by, opening and closing the holes, we have a conglomeration of musical notes, but not melodious.

So we programmed a big wide tape into my old player piano. We came up with a new chain, with adjustable links; and variable toothed sprockets to match, fired 'er up, dropped it in low, let out the clutch and played "Yankee Doodle". Ah, sweet mustic! No noise. Now I am drilling holes in both mufflers of my twin, the treble on one side and the bass on the other, to make like stereo.

My new invention will soon be available in multiple sets for clubs and groups. For example, a team of BMW's will be able to parade down Main Street in Yuma playing a symphony of "Ach du Lieber Augustine".

There is no end to the possibilities. If you ride a Kawasaki Three, go down to your friendly cycle shop and buy three reed valves. No, not for the intake. Put 'em in the exhaust pipes. One for clarinet, and two for oboe and bassoon. Drill the holes, etc. and you've got a combo. Triumph Trident owners (you and the finance company) can put cornet and trumpet mutes in the ends of the megaphones to sweeten the tone. And, just imagine what could be done to a Honda 750 four. Oh hey, a real psychodelic cycle dilly.

Music lovers, make reservations ⚜

VICES OF THE VEST

GOSH, THANKS...?

I really enjoy your fine coverage of all those motorcycle races that they go to every weekend. Please keep up the fine work, mainly because I want to subscribe to it, the paper.

Your writers are strictly "top drawer", so to speak, and the "fast action" photography is "exciting." So to speak. And even your "ads" and "editorials" are "right" "on." You guys must have a good time racing cycles all the time and getting free oil and all the fun stuff that goes with all 'in' motorcyclists. What a life, right? heh-heh.

I especially like your European News and Crasher Burns.

J. PARKHURST
Newport Beach, Calif.

Your magazine is "groovy" too, Joe. Especially "Downhill Straight."...Eddie.

WEEK-END WARRIOR

I am a dirt rider and I am so cool,
I ride a loud bike like nobody's Fool.
I don't give a damn about rights
of others,
To Hell with the property owners,
Them Fencin' muthas.
I go where I want, who needs
permission?
I don't need to listen to
any Land Commission,
I am such a good guy and should
be taken in stride,
I just can't understand why there's
no place to ride.

By Krash Kalhoun

If this poem cannot be used in your paper, place it in a brown unmarked bag and drop it at the northeast corner of Artesia and Cherry Ave. on March 22nd between 4:00 and 5:00 p.m. and you will be arrested for littering.)

Signed, K.K.K.

"BULLSHIRT!"

SONNY BARGER
Oakland, Cal.

How come you guys down there keep spelling my name wrong? It's "L-A-R-R-Y". Thank you.

LARRY FUTZINRUTER
The Desert

HUH?

NATIONAL HEARING COUNCIL

(Editor's Note: The following letter was published in a local daily newspaper recently. Honest, we didn't make it up!)

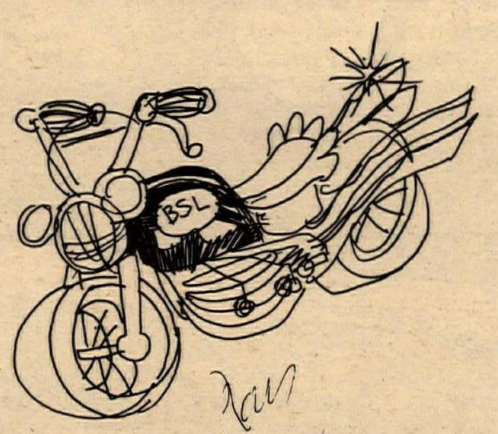
SOME FAD!

Motorcycling is strictly a privilege, not a right; and privileges should be revoked when they are abused. Motorcycles and minibikes can be very easily legislated out of existence. They are entirely too noisy, are not at all compatible with the ecology of any area (including the desert), and are opposed by a great majority of people. The simple act of banning these machines would solve a multitude of problems that they have caused. Now is the time to do it: now while they are still a fad and before they become a permanent part of our world.

DAVID L. M-----
El Segundo, Cal.

Yeah, like pot...Ed.

ALL NEW BSL



Now on Sale April 1st One Day Only

The Rolls Royce of Motorcycles

In our easy to reach showroom follow these simple directions, freeway close, or call. Our operator is standing by.

SPECIFICATIONS	
ROAD TESTED:	23rd Street
LIST PRICE:	.23rd street
TOP SPEED	.25 mph
RPM (Rests per minute)	3
OVERALL LENGTH	5/8 mile
GROUND CLEARANCE	Nil
TEST WAIT	12 minutes
LUBRICATION	Crankcase drip
SUSPENSION	No
PRIMARY DRIVE	Uphill
FINAL DRIVE	Downhill
ENGINE SIZE	Are you kidding?
BRAKE	Several places
TIRE SIZE	Yes
FUEL CAPACITY(rider)	2 beers
LIGHTING	Street
TEST CONDITIONS	Stoned

Muddy goggles cause optical confusion.

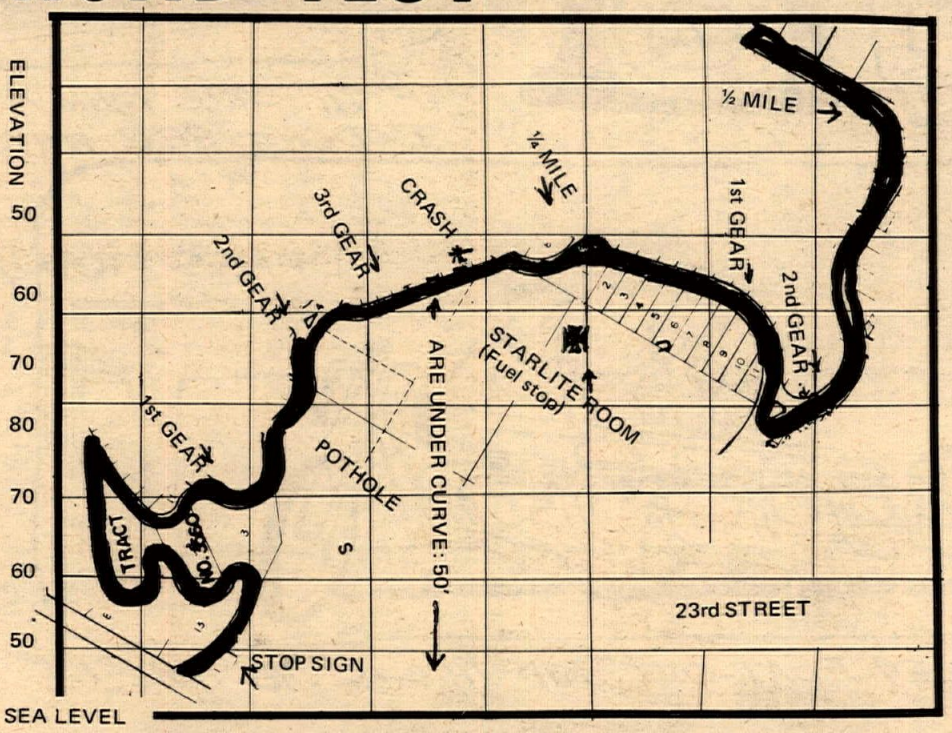
A PSYCHO NUDES FIRST—

ROAD TEST

of 23rd Street to Shell Hill

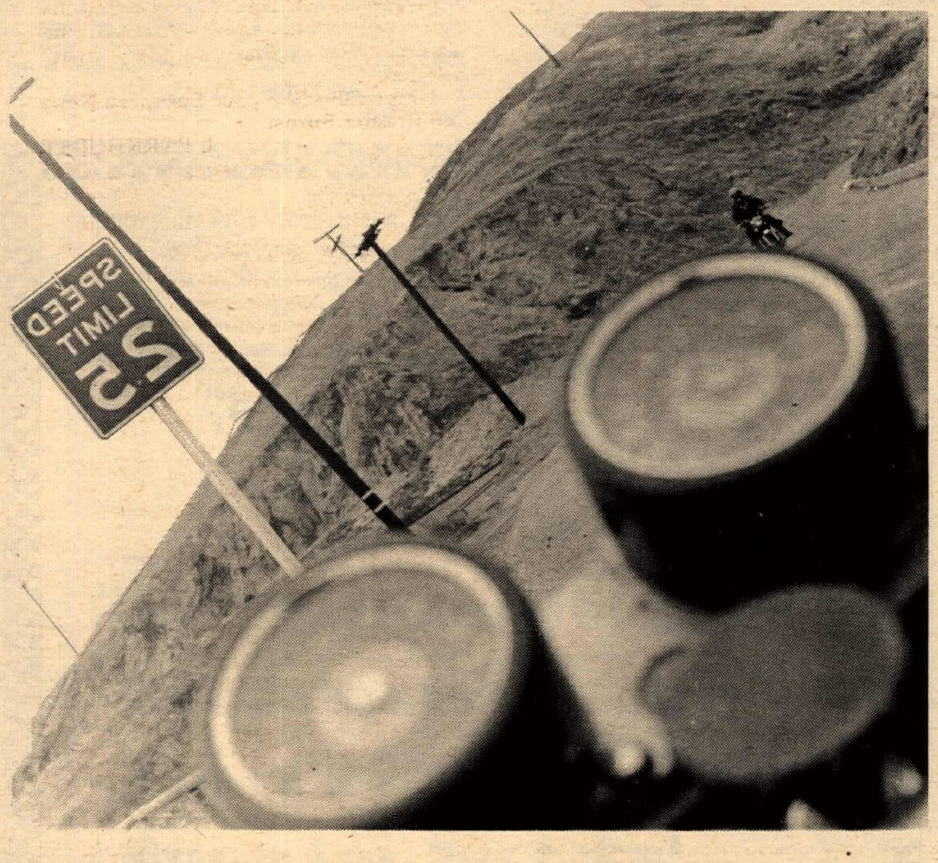
By The Psycho Nudes Staff

How can you really believe a road test in one of the magazines when the fact is that they are not testing a road at all, but rather a motorcycle? Psycho Nudes, in the interest of journalistic integrity, sets out to right that wrong with the first honest, authentic....



Spare parts are easily obtained along the way.

We picked up the test road at Cherry Avenue in Signal Hill. Winding up the curves at maximum speed (25 mph) we could appreciate this model's chief attraction: its 20-degree off camber hairpin turn. Grateful for the opportunity to examine the road surface at close range, we admired the tasteful white and yellow "racing stripe" that sets off the rough-textured black asphalt, a method of construction



Performance curve

pioneered by Mack Adam and used extensively in the early British Macadam roads. The strawberry factor was very high, indicating a rash approach to traction and adhesion characteristics.

Gathering ourselves up, we decided to check out the peak performance of this road, so we set out for the top of the hill. The Test Road achieves a rakish, racy appearance by the elimination, in the design stage, of curbs and manhole covers. The three sewage inlets seem randomly placed and their unchromed appearance detracts from an otherwise clean, uncluttered design.

Steel rails line the most treacherous curves in a small concession to safety, but the lighting at night was scanty and poor. The manufacturers did not set out to make a road for the boy and girl who ride to see the lights of the city at night, but rather a daytime utility model giving access to the oil wells of Signal Hill and a rare view of the Queen Mary and an even rarer vision of Catalina to the west. One of the optional accessories that comes with this road is the Starlite Room, which gives positive lubrication without mixing gin and vermouth.

After thorough testing this road, we doff our helmets to the designers and road gangs of the Signal Hill Street Dept. They have produced a road that, while utilitarian for transportation purposes, is a lot of fun to ride. Ω

Shocks are used to prevent them.

For complete bike information at Valerian's, just call

(213) 475-4541*

***This number also good for service, parts, cycle clothing, accessories, credit and insurance.**

Valerian's
Two Cycle City, Ltd.

10673 West Pico Boulevard — at Overland
Los Angeles, California 90064 — Telephone: (213) 475-4541

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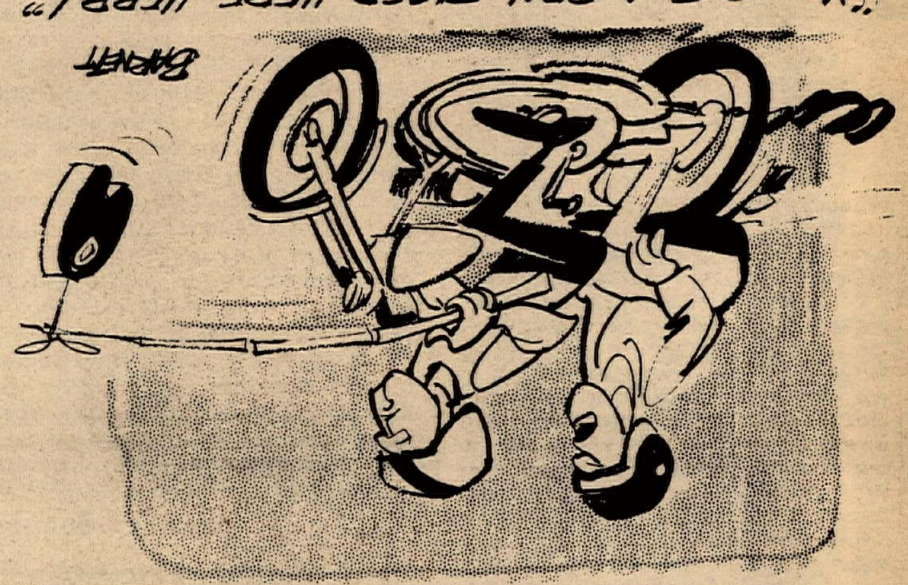
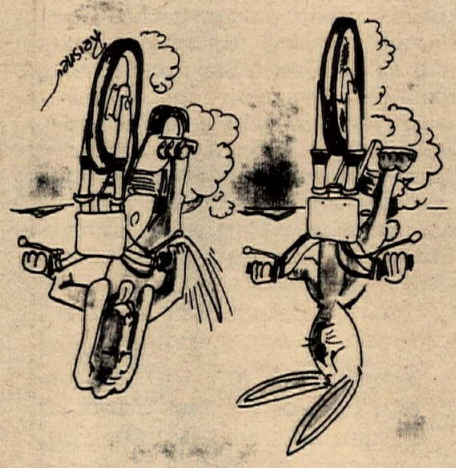
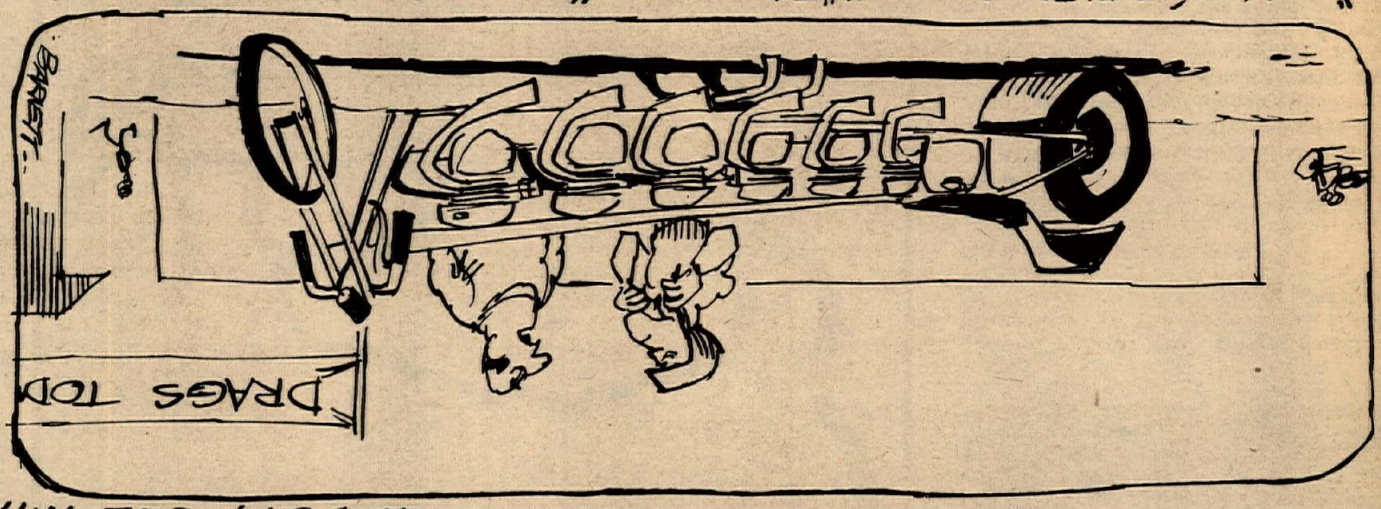
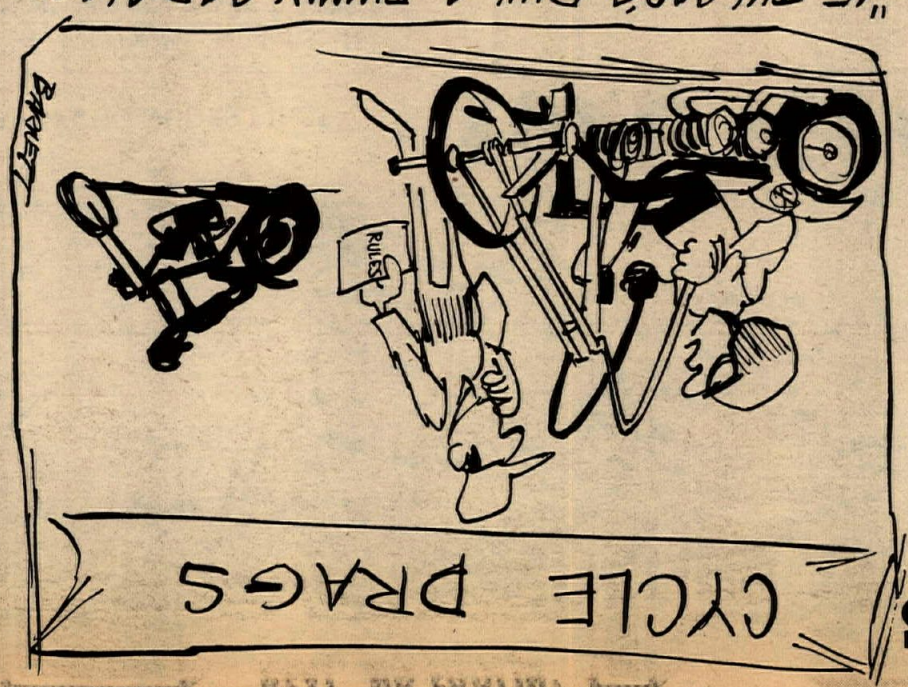


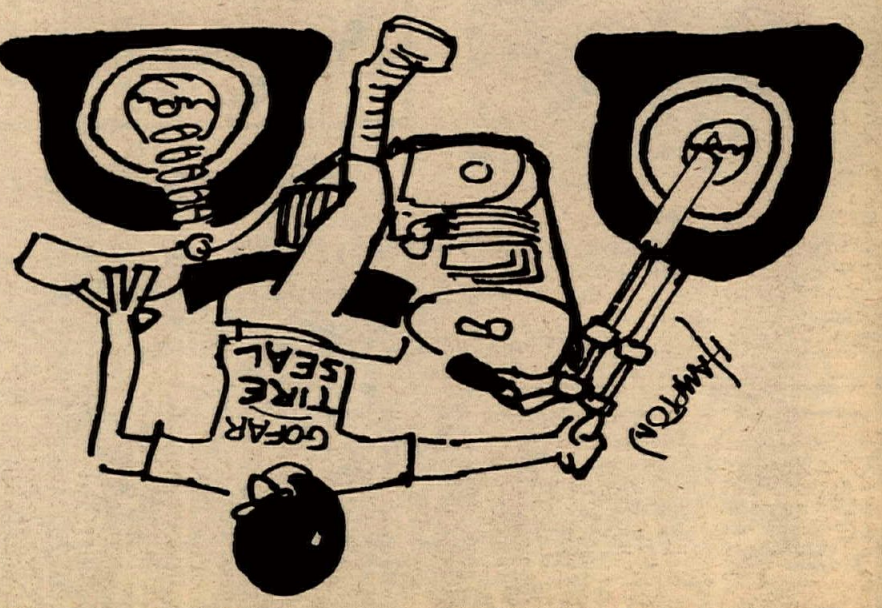
Tight turns are a pain in the sidehack.

PERSONALLY ID PREFER IT THE WAY OUR ANCESTORS DID IT.









Round & Round in Cycles

REAL, NO FOOLIN'

Cycle News

WEST

PRICE THIRTY CENTS

J. N. ON ANY SUNDAY

By Tom & Bobi Culp

LUCERNE, CAL., March 28, 1971 — J.N. Roberts starred in the only desert footage for Bruce Brown's upcoming feature film "On Any Sunday" at the Victors Hare 'n' Hound. With Brown's camera-copter flying low over the starting line, the story of any Sunday in the desert takes shape. The banner drop... the footrace to the machines... the race to the smoke. Across five miles of open desert charges the first wave of 400. The chopper hanging 50 feet above the leaders captured the saga of dust, sweat and saddlesores in the California desert.

J.N. led at the smokebomb with Bill Friant charging past him just after. Bill showed all the world that J.N. CAN run second, for a while at least. The dusty trail continued on out of sight around the base of the mountains. Back came the chopper to film the Novices with Bill Smart riding a Maico way out in front at the smoke. Then Bill's plug fouled, but his lead was so great, he switched plugs and got going again, still with a 50-yard lead over second place.

J.N.'s dust could be seen five miles away as he came in from the first loop. His lead was mind-shattering: 8 minutes at least. That Husky sailed through the pits and over a ridge out of sight before the number one Desert Heavyweight Whitey Martino (Hus) came into view. Jan Thomas followed Whitey with Bill Bogner (CZ) pressing him hard. Larry Mahoney (Mon) ran 5th and first Junior. Mitch Mayes came by 8th with Dick Breker, (Hus) chasing the little Baja hard. Tom Brooks (Hod) came past 10th, not far behind Mayes.

Many clubs had moved their pits after the start and riders had to be waved down. One Desert M.C. member overshot his pit and demonstrated superb TT ability getting turned around and back in.

Bultaco Desert flash Larry Pfutzenreuter came up lame between check one and two. Bill Friant never made it through on the first loop, having encountered some nameless misfortune in the mountains. Duffy Hambleton snaked in with a flat that threw the tire off right in front of his pits and thus ended Duffy's day.

For those waiting at the finish, the leader, though not visible, was marked by the chopper flying along his path. When he hoves into sight it was, sure enough, J.N. Roberts! Eleven long minutes passed before Whitey followed to the flag in 2nd place, also with the helicopter escort. Bill Bogner got by Jon Thomas as that open class sled of Jon's was put to work in the rough second loop. Larry Mahoney took first Junior, finishing just behind Bogner.

First 250 and seventh overall came Wes Anderson, his Bul looking rather tired after 80 miles. The Harley crew was counting... "Where is Mitch?" The first trailbike that topped the ridge was not the Mayes Baja, but Tom Brooks on the Hodaka, 12th overall. We were told that Mitch had fouled a plug near the finish, but he didn't arrive in the first 75.

Rich Harris (CZ) moved up to 13th and first 250 Jr.

The Victors M.C. did a fine job both with the course and the scoring. One's tank card had all the information necessary to get early results, as long as the riders filled them out.

(Results on page 22)

CYCLE NEWS
2499 Cerritos Ave.
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calendar

THUR.-SAT., APR. 1-3

TRIPLEHEADER, Ascot Pk., Gardena, Ca. MX Thur. nite; ½-Mile Fri. nite; 100-Lap TT Sat. nite. 213/323-9710.

FRIDAY, APR. 2

TT/FT, Trojan Spdwy, South Gate, Ca. Nite. Info: 213/862-0229.

SATURDAY, APR. 3

CMA MX, 5800 S. Bacchus Hwy., Salt Lake City, Utah. Nov. at 9:30 a.m., Ex. 2 p.m. $3 ride/watch.

SAT. & SUN., APR. 3-4

MX Dirt Diggers North, Hangtown Spdwy, Plymouth, Ca. $10 mail (3/24), $15 post. ($5 or $7 Jrs.) 916/652-7800.

PONDEROSA HARE SCRAM., Greyhounds, 15 mi. E. of Lancaster, Ca., on Ave. J. 10 a.m. Info: 213/367-2907.

SUNDAY, APR. 4

CMC MX at Osteen Park, Pomona, Ca. $5 mail (3/30), $10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

EUR. SCRAMBLES, Highsiders, Indio, Ca. $3 post. 10 a.m. Benefit. Info: 714/347-6588.

TT/FT, 125cc 50-laps, at Trojan Spdwy., South Gate, Ca. $5 post. 3 p.m. Info: 213/862-0229.

H & H, Knights, 15 mi. E. of Elko, Nev., off I-80. $10 post, $5 for 125 Jrs. Info: 702/738-7829.

G.P., Cliffhangers, lime: San Jacinto, Ca. $10 mail, $20 post. M/C impound by midnite. Box 2024, Hemet, Ca. 92343.

DURO, Ridge Runners, from Harvey West Club House, Santa Cruz, Ca., street legal. $5 mail (3/28), $10 post. Box 121, E. Santa Cruz.

TT, HRA, 395 Cycle Pk. on Hwy 395, Adelanto, Ca. $2.25 post, $1.50 gate. New members ($1.50) ok. 10 a.m.

MX, HRA, 7561 Talbert, Huntington Bch., Ca. $3 post, $1.50 gate. New members ($1.50) ok. 10 a.m.

ACA RD. RACE, Willow Springs, Ca. $8 mail (extra class/bike $1) 4/2, $15 post, $2 gate. 714/774-3222.

TT, Hi Boots, Dehesa, Ca. D-38 pts. AMA/Sports Committee card required.

HARE SCRAMBLES, Tracy, Carnegie Cycle Pk. 11 a.m. Info: 415/581-1256, 447-9027.

DURO II, CERA, lime: Lenwood Offramp, Barstow, Ca. $6 mail ($5 mem.) $1 team (3), $7 post. Box 2102, Cypress, Ca. 90603.

HARE SCRAM., Buzzards, lime: Hwys 58 & 395. D-37 pts. 10 a.m., nov. at 10:15. $3.25 post.

TT, Nomads, 2 mi. E. of Sierra Vista, Ariz. $2 post. 11 a.m. No rear knobbies. 602/458-4026.

X-COUNTRY, Cascade, 20 mi. E. of Bend, Ore. $6 post. Noon. Remote gas check. 70 mi. 503/382-5344.

POKER, Stockton Golden Eagles, from 2541 Myrtle St., Stockton. Sign 9-11, closes 3 p.m. $2. 209/463-3580, 466-3356.

MINIS, AMRA, Indian Dunes, Velancia, Ca. Info: 805/259-8000.

MX, Bay Mare Park near Moorpark, Ca., $5 mail (4-1), $7 post. $2 gate. 805/529-1872, 213/883-8811.

MX, Jackalopes, 2 mi. S. of Tacos, N.M., off Hwy 64. $2 mail, $3 post. Noon. Box 207, El Prado, N.M. 505/758-2117.

MX, Daroga Pk., on Hwy 151, 6 mi. N. of Orondo, Wa. 11 a.m.

SPORTSMAN SCRAM., Ore. Sidewinders, E. of SE 82nd Dr. on Lawnfield Rd., Clackamas, Ore. 1 p.m. 503/659-1022.

MX, Deadman's Point, Apple Valley, Ca. 10 a.m. $2 post ($2.50 non-members), $2 gate.

SCRAM, Your Cycle Pk., 9 mi. W. of Laytonville in Branscomb, Ca. $2 ride/watch. 707/274-5515, 984-7133.

MX, MRA, Hollister Hills, Hollister, Ca. 9 a.m. $5 mail, $7.50 post. Box 1786, Los Gatos, Ca. 408/353-1570.

MX, Old Timers, Indian Dunes, Velancia, Ca. Info: Ed Poore, 449 Dena Dr., Newbury Pk., Ca. 91320. 805/498-8976.

CMC MX, Central, Dunlap Cycle Park. $5 post. 9:45 a.m.

H&H, Brush Barons, San Felipe, Wash., Hwy 78. 10 a.m. Lemans. D-38 pts. Info: 714/745-7114.

ACE MX, Indian Dunes, Valencia, Ca. $5 post. Cash/trophies. Info: 805/259-8000.

MX, MRA, Medford, Ore. Noon. $2.50 per bike, $2.50 pits, $1 gate. 3 AMA No. plates.

THURSDAY, APR. 8

CMC MX, Ascot Pk., Gardena, Ca. $5 mail (4/4), $10 post. Nite. Box 1402, Costa Mesa, Ca., 92626.

FIRE/P.D. DAY, Saddleback Park, Irvine, Ca. Discount w/IDs. Bike rental w/$30 deposit. Info: 714/639-5832.

FRIDAY, APR. 9

TT/FT, Trojan Spdwy, South Gate, Ca. Nite. Info: 213/862-0229.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SATURDAY, APR. 10

½-MILE, m/c & cars, Almeda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 p.m. $2.50 gate. 713/529-3105.

ACE MX, All-Jr., Indian Dunes, Valencia, Ca. $5 post. No. plates/3 motos. Info: 805/259-8000.

SAT. & SUN., APR. 10-11

WILD M/C WEEKEND, Owyhee, Boise, Id. Sat: Hare Scram. (7:30 a.m.), Sport MX (1 p.m.), ST (8 p.m.); Sun: PNTA Trials (9 a.m.), TT (1 p.m.). 208/344-7741, 345-2975.

SUNDAY, APR. 11

CMC MX, Carlsbad, Ca. $5 mail (4/6), $10 post. 10 a.m. Box 1402, Costa Mesa, Ca., 92626.

TT, Mesa, South Bay Spdwy, San Diego, Ca. D-38 pts. AMA/Spts Committee card required.

MX, Feather River, Marysville, Ca. $4 post ($5 late), $2 gate. 10:30 a.m. 916/742-7785, 743-5282.

MX, Bay Mare Pk., near Moorpark, Ca. $5 mail (4/8), $7 post, $2 gate. 805/529-1872, 213/883-8811.

RR, Easter GP, AFM, Orange Co. Int. Raceway, I-5 & Laguna Cn. Rd. 11:30 a.m. 213/278-7236.

MX, Sage Hoppers, Limed from Encinitas Blvd. & I-5. $3 post, $1 gate. 9:30 a.m. Benefit. 714/279-2488.

THURSDAY, APR. 15

CMC MX, Ascot Park, Gardena, Ca. $5 mail (4/10), $10 post. Box 1402, Costa Mesa, Ca., 92626. 213/323-9710.

THUR.-SUN., APR. 15-18

SHOW, m/c-cars-Hot VWs, by Cycle World. Los Angeles, Ca., Sports Arena.

CANCELLATIONS

April 25 TT Scrambles, Desert Phantoms,
May 23 TT Scrambles, Desert Phantoms,
April 4 Motocross, Richmond Ramblers.

(Please turn to pg. 24)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY
MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY
TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUNDAY OF EVERY MONTH
Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Info — (714) 247-7473 (eves.)

A.M.R.A. MINI-BIKE RACES 1st AND 3rd SUNDAY OF EVERY MONTH at Indian Dunes
Classes by age and horsepower. $2.50 entry fee to members, $3.00 to non-members. Sign-up opens at 8:00 a.m., practice 9:00 a.m., 1st race 10:00 a.m. — (805) 259-8000.

1st & 3rd SUNDAY OF EVERY MONTH.
Indian Dunes Park. 300 odd acres of land. Big bikes and Minis on separate course. Gen. Adm. $2.00, Entry Fee $5.00. Open 7-days a week.

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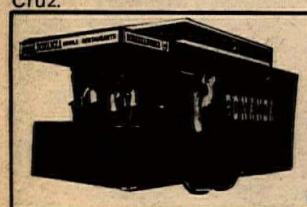
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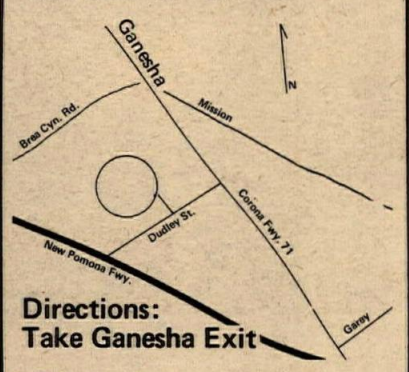

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(Steen's Series)
April 4th Osteen's Park
April 11th Carlsbad
April 18th Saddleback Park
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$5 mail entry — $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 — sign-up closes 9:00 AM — racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

a c e
Motocross Schedule
& up coming events
at
Indian Dunes Park
April 4th — AMRA Mini Bikes
ACE Motocross
Old Timers Motocross
April 10 — ACE Motocross (all Jr.)
April 18 — AMRA Mini Bikes
*Special entry this event
ACE
28700 Saugus—Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

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WHAT'S OPEN TO RIDE?

My family and I ride dirt bikes in the desert as often as possible. We also have many friends who ride with us. We have been informed that several counties are closed to riding off-road.

Could you, please, tell me just what counties are completely closed and where we can find an open place to ride in the desert?

Also could you tell me where to write to make all our comments and remarks on how we feel about the closing of the desert?

MRS. SHIRLY MARK
Visalia, Cal.

The "MORE from the Capitol" column in a recent Cycle News explains the relationships of public lands administered by different land-use agencies. As of this time, you can ride on most U.S. Forest Service lands subject to posted vehicular controls; all BLM-administered lands except Panoche Hills; and on those city and county-administered lands which do not have prohibitive ordinances. Also, you should never trespass on private land without the owner's permission. To be certain (and to stay out of trouble), check out your riding areas first by calling the Patrol Division of the Sheriff's Dept. or your City Police Dept. Los Angeles, Orange, Riverside, and San Bernardino Counties do have prohibitive ordinances but you can ride on USFS and BLM-administered lands in these counties. You should address your letter to the agency which is responsible for the ordiance. We hope that you belong to MORE which is the organization working to preserve these rights.

AMXT OFF TO EUROPE

We're somehow in the process of setting sail for Europe; within ten days I expect to have a couple of introductory pages ready for you from Snowflake.

Back to my packing; we're all looking forward to keeping you well posted.

BRYAN KENNEY
Cleveland, Ohio

Snowflake, Bryan's Afghan hound, will be reporting the progress of Bryan's American Motocross Team racing efforts in Europe...Ed.

STOLEN BIKE ALERT

At the Adelanto Scrambles, sponsored by 100's M.C. on March 14 my new Hodaka Super Rat was stolen. It was one of four bikes stolen at the race. 3 of them Super Rats, and the other a Yamaha 250 MX. Would you be able to offer any advice to help me find the bike? I've put up a fifty dollar reward for the recovery of the bike. Would you suggest putting an ad in your paper about the reward?

My bike was a 1970 Super Rat, with an air cleaner painted silver, a polished aluminum gas cap, Webco head and engine number B37466.

DWIGHT SPENCER
488-3067
2813 Mission Blvd.
San Diego, Ca. 92109
or contact
Mrs. B.H. Spencer
402 Morse Ave.
528-0358
Placentia, Ca. 92670

DUNES SUGGESTIONS

Indian Dunes has received much praise, and rightly so, for it is a fine motorcycle park and has a well laid-out motocross track. But before they start patting themselves on the back too much, let me voice some of the many complaints heard around the pits.

1. The "no pit racing" rule should be strictly enforced for all riders. Riders of loud bikes get busted, but the non-racers on quiet bikes tear around the pits as fast as they care to ride. The dust in the pit area is inexcuseable.

2. Track conditions are extremely dangerous, due to the fact that they must not think it's necessary to re-grade the track after their Saturday All-Junior Races. Ask Tom Rapp about some of those pot holes! The dust is choking the riders and spectators, too.

3. Most important, some of the spectators and the less serious riders might think that the rotund starter is hilarious, but the serious riders find him really "hurting" and the show that he tries to put on very tiring. It takes him about 15 minutes to get a class off the line, and riders who have problems with "grabbing" clutches find his showmanship starts unnecesarily costly. A rubber band type wouldn't be so time consuming, and is a lot more fair.

With only a little more thought, time and money Indian Dunes could really be a top track. Money should be no problem – they certainly haul in enough.

VICTOR C. BREWSTER
Sylmar, Cal.

ISDT TRIALS ANYONE?

Our motorcycle club has been selected to sponsor one of the rider qualifying events for the 1971 I.S.D.T. We are calling it the Trask Mountain Two-Days Trial. It will be held on 22-23 of May, and will be at least 300 miles in length.

Start-Finish each day will be in McMinnville (about 35 miles SW of Portland and 25 miles north of Salem). Each day's course will be roughly 150 miles in length. Machines will be set up as for the I.S.D.T., with front and rear lights, an effective muffler/silencer, and F.I.M. oval number plates. All vehicles will be impounded after registration and after each day's Finish. Special tests will be a seven mile scrambles and a timed hill ascent. Classes will be 100cc, 125cc, 200cc, 250cc, 350cc and Open. Club, Trade, or Shop team entries are encouraged, $3.00 extra for each three-man team. Teams must include at least two different displacement classes between three machines. Entry is by mail only, $15.00 per rider. Forms can be obtained from the sponsoring club.

We are a young club, but we think that, with adequate preparation, our enthusiasm will create a truly quality event of national caliber. We have had excellent cooperation and relations thusfar with local government, landowners, and townspeople. This is certainly half the battle.

DENNIS J. BERSHAW, Sec.
M/C Activities Club
P.O. Box 652
McMinnville, Ore. 97128

SHADES OF CATALINA LOST

Sure hope everyone enjoyed the fourth and last running of the Elsinore Grand Prix. Looks to me like it's going the route of the famous Catalina races. I've seen movies of those island races and wished many times I could've seen them before they were abandoned in the late 50's because of all the trouble.

Well, it looks like the general public has another chance to mess up something really great. It would be no surprise to me, or a lot of other people, I'm sure, if the citizens (the homeowners who got their lawns trampled and filled with beer cans, not the money-making businessmen) said "no more."

I won't try to place blame on the chopper riders, the heads, or any other particular group – people are people regardless of their appearance, interests, etc. You cannot pound common sense into some people's heads, nor can you change their irresponsible ways with a "sob" letter like this one.

All I can do is plea to the others, who care enough to do something, to help pick up the litter left behind, and mend some of the bridges burned down by the jackasses of society.

NORM NICKERSON
Redlands, Calif.

VOICES OF THE WEST

6,000 swappers meet

COSTA MESA, CAL., March 26, 1971 – Bargain hunting was the name of the game at the world's first motorcycle Swap-O-Rama, which jampacked Orange County Fairgrounds' largest pavilion.

Nearly every need was satisfied as shoppers browsed among neatly displayed piles of new and old parts, motorcycles, riding clothes, tools and accessories. After six hours virtually every item had found a new owner and more than 6,000 went home happy.

KFOX radio personality Dick Lane entertained the huge crowd with jokes while an auctioneer gaveled down a scant number of motorcycles. Probably a greater variety of machines will be offered at auction in future Swap-O-Rams as people begin to understand how the auction works (See Box). Some machines went for as low as $10 and in other cases bidding started too high, so there were no takers.

Dealer-swappers unanimously reported their sales in the one-night bargain spree were "fantastic." Huge truckloads of merchandise for virtually every need changed hands at liquidation prices. Very little went unsold.

Sponsor Cycle News and co-promoters Chuck & Sharon Clayton, Vic Wilson and Larry Huffman called the Orange County Swap-O-Rama "a good success" and promised that another one would be announced in the near future.

HOW THE M/C AUCTION WORKS
The seller sets a confidential "No-Go" price (the lowest amount he will accept). The auctioneer then auctions the machine for the highest figure he can obtain in competitive bidding. Unless someone offers at least the No-Go figure, the machine will not be sold. The licensed auctioneer charges the seller a minimum $5 fee per machine offered, and a percentage of the amount in excess of the no-go price actually obtained. Bidders are required to post a $10 "good faith" deposit which is applied to items purchased, or refunded if no purchase is made.

Fusan wins natl. enduro

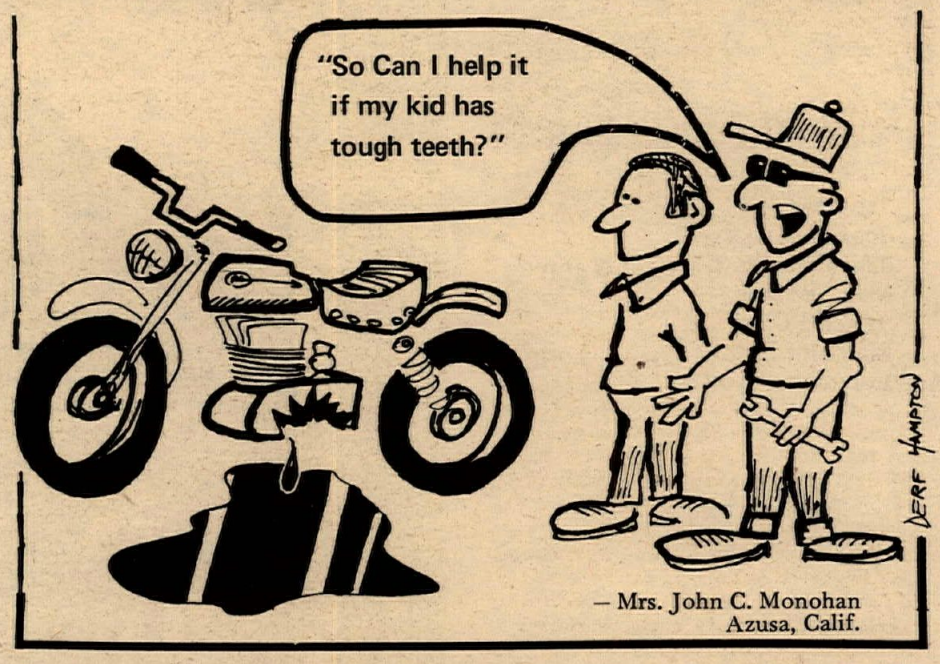
Bob Fusan, Pittsburg, Pennsylvania, led a field of 400 motorcyclists in the Glass City National Championship Enduro in Delta, Ohio March 21. Only 28 riders were able to complete the grueling 100 mile course without being disqualified for taking too much time in a section. Ron Bohn, Pittsburg, won the expert class and Don Sharphorn, Zeeland, Michigan, won Class B, or novice division.

Street legal Greenhorn

PASADENA, CAL., Mar. 29, 1971 – Get a license on your sled! The Pasadena M.C. has made official what we've been hearing as a rumor for months. This year the Greenhorn is going to be for street-legal machines only! This is the 25th anniversary of the country's only 500 mile enduro and to celebrate they are going back to their old stomping grounds, the Angeles National forest for this year's Greenhorn. Don't get the idea that it's going to be a road ride though, just because street-legal bikes are required; it's still a National Championship Enduro.

The event will be held May 30-31 (Labor Day weekend) and opening of entries will be announced soon.

Ad inspires Funny winner



– Mrs. John C. Monohan
Azusa, Calif.

Our congrats and $5 go to Mrs. John C. Monohan of Azusa, Calif., who capitalized on the old saying: "From the mouth of babes come tough teeth,"...or something like that. We told you it was going to be a toughee, but, as usual we were proved wrong. Next time, WATCH OUT. Here are some more close contenders who made the final 14-hour, staff judging contest:

"A little tape and bubble gum and it'll be all set." – Pete Fielder, Mill Valley, Calif.
"Boy, that drain plug was tight." – Robert Newstrom, Eureka, Calif.
"I told that guy in the VW with the sun roof to keep his head down." – Marjorie H. Gillingham, Pasadena, Calif.
"I think your trouble is in the suspension." – Cartoonist Derf Hampton.

And, here are some from the ineligible C-N staff:

"If it was Tuesday, why weren't you wearing galoshes?" – Dave Swift.
"Go ahead, just show me a cycle that doesn't leak a little bit of oil and then I'll fix it for ya." – John Bethea.
"Every time you tell that story, John, the rock gets bigger and bigger." – Barbara Richard.

Smith Leads Trojan Pack

By Art Loya

SOUTH GATE, CAL., March 26, 1971 — Speed and stamina are important, but it was real class and a sleek Montesa that carried 19-year-old Chris Smith to victory in the 250 TT Main event and in the 250 Flat Track Main tonight at Trojan Speedway.

A four-bike pile-up at the start of the 250 FT Main, only yards from the starting line resulted in top favorite rider, Mike Hannon of Buena Park, Calif., being hospitalized for a fractured leg after one of the machines landed on him. Hannon, who won last week's 250 Flat Track Main reportedly had two former fractures of the same leg.

Another top event of the 30-race program that shared a large percentage of interest of a S.R.O. crowd at the South Gate oval was the 100 F.T. Main. Kirk Redding (Kaw) won over a red-hot Tom Doty and his controversial, to say the least, Honda. Pre-race concensus among the field of riders in the 100cc class, doubted the legality of Doty's new machine with which he has been scorching the Trojan oval. Although finishing second to Redding, his machine was protested in writing and the required protest fee by Redding himself and the backing of many more unannounced riders.

After the race, Doty's Honda was stripped down and after a careful inspection at the track office, Doty had the last laugh when his machine was found to be legal. Throughout the whole protest process the riders involved, Redding and Doty, set a high standard of sportsmanship for other riders to follow as both riders never once carried the protest into a heated debate, but instead ended their business in a friendly atmosphere.

Most of the leading riders who competed, are expected to return Sunday afternoon April 4th, when another top field goes into action in a combined steeplechase and flat track program highlighted by a 50-lap TT Main for all bikes up to 125cc.

Other top performers for the evening included Bob Sanders (Kaw) winning over Doty (Hon) in the 100 TT; Dan Corbett (Hon) winning over Wayne Whisenant (Kaw) in the 125 TT; and Corbett making it two wins for the night in the 125 F.T. over Sanders.

(Results on page 24)

100cc flat track champion, Bob Sanders, guides his coveted No. 1 Kawasaki ahead of Dan Corbett (554), Steve Okuda (61), and Dan Bousman (35x). Sanders, a regular in the winner's circle, had an evening of his stiffest competition to date. All four riders are regulars at the weekly steeplechase and flat track action at Trojan Speedway in South Gate.

FREMONT FLAMES WET OR DRY SCRAMBLES

By Bill Spencer

ALVISO, CA., Mar. 21, 1971 — Sunday morning and a lot of telephone calls brings nearly 200 riders out of bed. Just another typical day for District No. 36 scrambles riders.

National Scrambles Champion Jim Foley was one of those that received a call and his journey from Lafayette was rewarded with a win in the 250 Expert Main. Foley jumped to a quick lead and never relinquished an inch to show why he sports number one. Coming from behind was John Gennai for the second. Gennai missed second gear off the line two times and had to work up from a fourth spot after the first turn.

In the 125 Novice Main, Rod Wartok and Mike Allen gave the slim crowd its money's worth. Allen took the lead

through the first corner but gave it up to the very consistent Wartok who kept the same line throughout the affair. It ended in a dead heat.

Bill Budde did his thing in the 650 Expert go with an easy wire-to-wire win, just as if he had set up the course himself. Budde shows his heavy equipment operator talent when he throws himself and his forty-incher into a corner and performs those magnificient slides that everybody oohs and aahs over. Vic Sloane brought in his 360 Selby Motor Montesa for second.

(Results on page 22)

LEAVITT CONTINUES STREAK

LAKE ISABELLA, CA., March 21, 1971 — Lane Leavett continued his excellent riding with a clear-cut win at the P.I.T.S. Trials with a total of 35 points, five of which came as a penalty for "accidentally" kicking a rock out of his way while walking the section.

Dick Bledsoe and Kevin Walker were even with 58 points, but Rick got more cleans for 2nd place. Kevin Walker followed up with 3rd.

(Results on page 22)

POWDER PUFF LOSS

Kelly Struble, 23, one of the best District 37 Powder Puff riders, died instantly Saturday morning, March 20, in a crash near the Santa Ana Freeway and Chapman Ave. in Orange, Calif. Services were held Thursday at Shannon's Mortuary in Orange.

WASHINGTON Motocross Flash

PUYALLUP, WASH., March 28, 1971 — The Puyallup track was in good condition with only one slightly muddy turn. Jumps were more numerous and sharply peaked than ever, and depending on whether you were a spectator or a rider, this was good or bad.

Bill Brinckley (Maico) took 1st overall open Seniors, after fighting off Barry Kohls (Maico), Buck Murphy (400 Suz.), and Dave Hopkins (Maico), with Binckley at one point riding on only one footpeg.

A fast race, the open Jrs. was won by Tom Hartman (Husky), followed by Fred Ringel (Greeves), Larry Wescott (Maico), and Dean Rachury (Maico).

Jim Pomeroy really got it on with his new PurSang winning all three motos of the 250 Srs. Mike Wellan (Maico) rode consistently for 2nd overall, with Greg Hietman (CZ) doing some hard riding for 3rd. Fourth was Buck Murphy (Maico).

The 125 Srs. were run off with the 250 Srs., with Brian Barthrop (Bul) taking 1st, Dan Brecht (Suz) 2nd, and Rick McCaffery (DKW) 3rd.

250 Jr., Tim Sullivan (Husky) placed 1st with Mel Sowards (Ric) 2nd, Robert Akins (Husky) 3rd.

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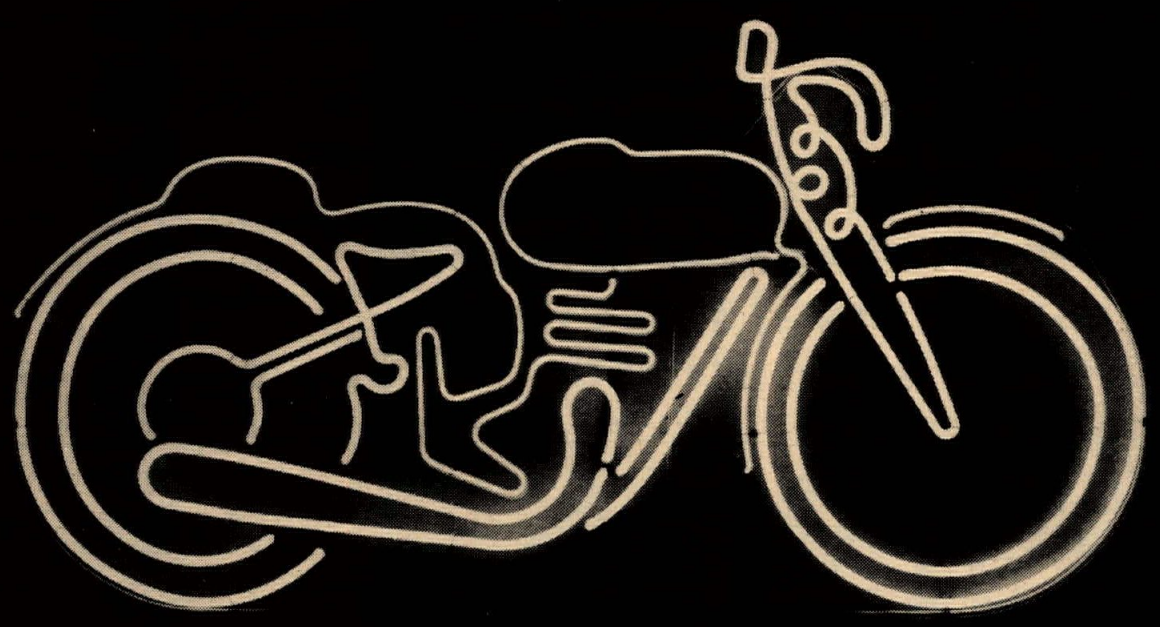

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Move Improves CMA motocross

By Larry Knop
Photos by Grant Gustafson

SALT LAKE CITY, UTAH, March 14, 1971 – What do you do on a Saturday afternoon when you realize your great new course just can't be finished in time for the motocross you've scheduled the next day? Simple. You pull up stakes, pull out your hair, go back to your old course, and pull off one of your better races. At least that's what the Continental Motocross Association did Sunday.

At least the riders didn't seem to be hurting from the change. The Experts in particular seemed at least 10 percent faster than last year.

The award for the most exciting class goes to the 150 Experts. Each moto saw four, five, or six riders battling for the lead during the entire race. Kerry Fowler came out of nowhere to beat all the better known local riders and win, but not dominate, the class. Peter Crandall, looking fully recovered from a bad accident in the middle of last year, took second. Woody Lawhon took home the 3rd place trophy and a set of knobby prints across his middle. The trophy was for good riding and the prints a result of a first corner pile-up.

Runner-up for the most exciting class award would be the 125 Experts. Warren Spencer showed a return to form after a season of injuries and frustrations to take all three motos. A very stylish Cal Crosby and a hurting but still very fast Preston Gerber gave Warren all the competition he needed, however.

Bob Brown continued his domination of the Open class Experts that he established last season. He had to work though. A much improved David Crandall provided his main competition followed by Frank Myers.

The 200 Expert class was small this time, but still highly competitive. Bryan Shafer played "catch me" with Will Terry in all three motos, and Will almost did each time. The 100 Experts played the same game. In this class Jerry Davis was the chaser and Lamar Walker was the chased. In one moto Jerry did catch Lamar, but the other two motos were Lamar's. Little Shaun Spieker finally came out on top of the hectic battle for 3rd.

The Experts were the stars of the day, but the Novices served notice that there are many riders in their ranks who will have to be reckoned with in the near future. Bob Krah from Idaho on a 250 looked like he could give many Experts fits right now. Art Matthews in the Open class showed he's gotten used to a two-stroke, and Buck Weaver on a 125 proved that he's ready to compete with the really hot shoes. Gene Christiansen towered over the 100 Novice class and he should be ready before many more races, along with Mike Watters who did the same in the 200 class.

The next CMA race is April 3rd, and it would be interesting to see how well the riders can adapt to the terrain of the new course.

(Results on page 22)

Tom Stanford suffered a fall in the first 250 Novice heat, but managed to finish. The next two goes were definitely his as he found the going un-marred by mishaps. Stu Cox, who won that first heat, had to settle for third behind consistent second place finisher Jess James Jr.

Piling up a string is Jamey Blunt, who collected his third win in as many weeks in the 175-200 class.

On a smaller scale, Gary Scott also looked like a three-for-three winner in the 250 Am/Ex race – three heat wins – but Doug Mason changed that story by coming alive and put on a wheel to wheel duel before taking the third heat checkered.

Rebounding from a poor start in the first moto, Taylor Sisco picked off all but first place and then won the second heat. In the third, he was pushed hard by Walt Foster until he wiped out in the sweeper with the third place rider, giving Sisco the overall win.

(Results on page 22)

LIONS HOST MOTO

By Jeanne Friestman

MABTON, WASH., March 14 – The Mabton Lions Club held a very successful motocross with Dave Kennedy leading the 125cc eliminations on a Yamaha. Flat-tracking Kennedy had trouble keeping his feet on the pegs in the main and was slowed a bit. Denny Morrow moved into first. With the white flag in sight, Suzuki-mounted Don McIntire was moving up. One half lap to go and the leader was down. Wasting no time at all, McIntire rode on to the checkered flag first.

Dick Poulin took the lead in all three 250 class heats on a Maico. Jim Gillette and Denise Harris starred as the only girls game enough to ride the power-puff class.

Tanks full and number plates clean, they were off and running in the Open class as Rick Poulin, (taking after his ol'man) moved into the lead with enough daylight between first and second for wheelies and play. The course was rough as any good motocross should. Don McIntire had one aim in mind and that was to keep sight of Rick. McIntire pushed his 400 Suzuki to the limit in hot pursuit of Poulin but couldn't close the gap. All three heats were the same.

With only one lap to go in the final match of the 175 class, Bill Morrison and his Yamaha worked as hard as they ever have to hold the up front spot and the crowd was screaming. Doug Graves needed only the right opportunity and it would be three in a row for him today. Running elbow-to-elbow into the hard left turn and down the long hill, Doug made his bid and squeezed by.

Rod Burton grabbed top honors of the day in the 14 & under class on a Yamaha as he and Mark Harris, Suzuki, added to the show of events.

(Results on page 22)

RECORD 1971 AMA CROWDS

AMA National Championship racing events are continuing to attract record-setting crowds.

More than 40,000 fans witnessed Dick Mann's second consecutive Daytona 200 mile road race on March 14, 1971. Last year, the Daytona International Speedway recorded 29,700 spectators at the 200 miler.

Daytona is the third Grand National Championship for 1971. All three events have drawn record crowds.

The first two events were the TT National and the short track National held at the Houston Astrodome in January. Totally, more than 60,000 fans witnessed the two nights of racing action. Nearly 25,000 people watched the Friday night TT while more than 35,000 attended the short track event.

In all, more than 100,000 people have seen American Motorcycle Association Grand National Championship racing during the first three months of the 1971 season. And, there are 21 more National Championship events yet to be run.

Perris fast, slick

By Elaine Jones

PERRIS, CAL., March 28, 1971 – Perris in the daytime is slick and dry. Some day, the riders here are going to figure this out; until then, the action will be diced with numerous slide outs.

One rider who was able to remain upright on the course was Randy Monroe, who really put on a show in the 125cc Novice Div. II while winning. After winning easily in the first heat, the 12-year-old managed to finish, although he had fouled a plug. He planted his 68-pound frame on his machine for the third heat and collected the checkered. This youngster is ready to go.

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Mark Blackwell found it a fun course.

250 Amateur/Experts jam into the first turn after about an eighth of a mile drag race.

IRWINDALE - MOTOCROSS COURSE CHALLENGES RIDERS

By Dave Swift

IRWINDALE, CAL., March 28, 1971 — The new course that the Jackrabbits M.C. advertised as "virgin" has been officially seduced, but it's unlikely that it will be soon abandoned. The one-mile circuit sits at a location central to the desert, L.A., and Berdoo ("it's freeway close!") and it's a fine, fine circuit, at that.

The said parcel of land is an ex-rock quarry that has been shoveled, stripped, and otherwise harassed by mighty machines and since abandoned. The folks who run the adjacent Irwindale Raceway open the area to bikes on weekends. The Jackrabbits, scheduled for a District 37 motocross, looked into the location and found a viable track of turf to fit their needs.

The dirt is that soft, heavy stuff that doesn't pack easily and holds a lot of moisture; hence, little or no dust. The topography is quite unnatural, consisting of flat plateaus occupying several different levels. The sponsoring club laid the banners so that the riders would be continually going up or down the slopes.

As Mark Blackwell pointed out, it was a fun and challenging course. "It's a bit too tight," he added, "There's not a lot of places you can pass." Ironically, if anybody did any passing it was Blackwell.

After finishing second behind John Rice, Mark, still an AMA Junior, took the final two motos rather easily. This is partly because John R., riding a Maico, and Chuck "Feets" Minert, riding a you-know-what, both broke in the second race and were done for the day. Blackwell's Husky has a snazzy aluminum tank by Cheney and is tuned by Scuderias and he makes it all go very fast, which also explains why he won. Doug Grant, who is a pleasure to see and hear on his silenced Ajay, had no trouble holding down second position, Junior standing and all.

Rice did much better on his Puch, pulling off a grand slam amongst the 125s. The rest of the results are quite unobtainable because it appears several of the numbers that today's riders were using don't jive with the AMA Program.

CLOVER FIELD SLIPPERY

By Janet West

FRIENDSWOOD, TEX., Mar. 21, 1971 — Even a drizzly, gloomy day didn't keep fans away from the races Sunday at Clover Field Track in Friendswood, Texas. The crowd turned out, stood under their various shelters, and waited in gleeful silence for some fool to get out on the slippery track and slide into the creek. However, this situation didn't arise as it has in the past, and the crowd just had to watch a couple of riders break ankles and pull ligaments. Bob Atkins, who has been doing great on his new Husky (400cc) managed to break his ankle and be unable to finish the race. Not to be outdone, another rider, Tim Kelly, who has been doing equally as well lately, pulled some ligaments away from whatever it is one pulls ligaments away from (around his ankle, also), and had to bow out of the race. The star of the day was Freddy Hanna who took both the 250cc Expert and the 125cc Expert.

(Results on page 22)

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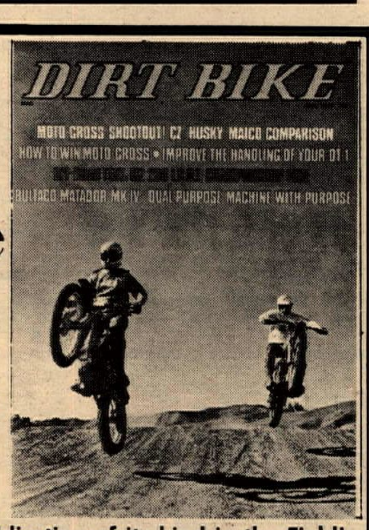

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New Racers Shine At Bay Mare

By Chuck Clayton

SIMI, CAL., March 27 & 28, 1971 — Over 600 new and almost-new motocross racers signed up for the 2-day all-beginners show at Bay Mare canyon. There were classes (and big trophies) for those who had never twisted a throttle in competition, those with 5 or less races to their credit, and Juniors with more than five times on the startint line. Signup was an honor system, since Bay Mare is completely self-sanctioned. So if you see any names in the results that you know are sandbagging, give them a ribbing every chance you can.

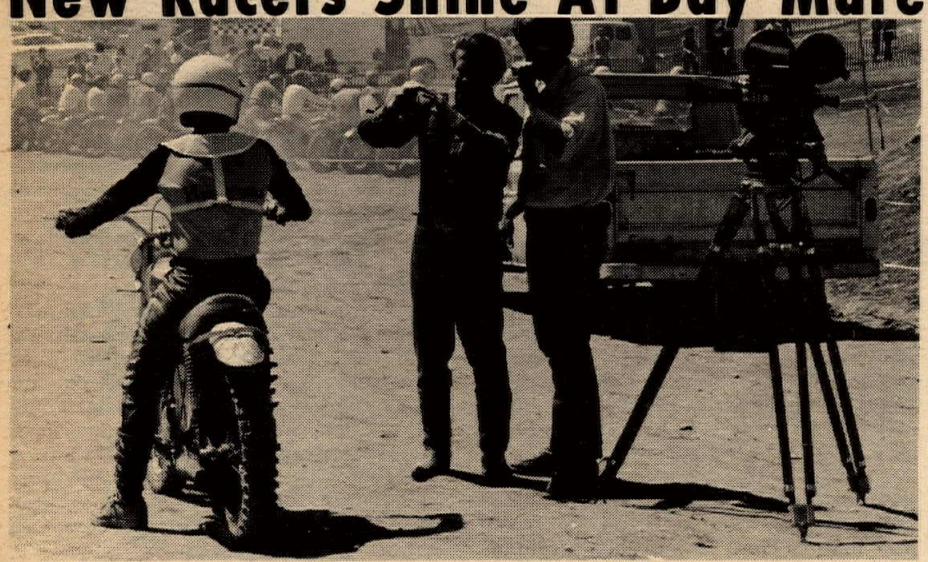
Some of the names seem familiar because they are the younger brothers of famous racers, like Greg Blackwell, who piloted his Penton to victory in the 5-or-less category, following the good advice of older brother Mark.

All of the entries looked like full-fledged, bigtime motocross stars, with their pukka equipment and riding gear. Lack of experience only showed up late in the motos, as physical conditioning came into play. There were few spills and fewer injuries, testifying not only to a well-prepared track, but also to the lessened pressure of racing with one's peers.

Everything about Bay Mare has improved 100 percent since the last time I found it. Even the cheeseburger I bought from the Bonanza stand was so good it would have pleased our ace hot-dog tester and chief gourmet Bob Lenk. The course features four nice jumps, lots of neat turns and a 5th gear straightaway.

Next beginner's days at Bay Mare are May 1 & 2. By then the trees should be fully leafed out, providing pleasant shade for picnics.

(Results on page 22)



New Bay Mare Manager Victor Ojala was shooting a novice starring his son, John Ojala.

DESERT HAWKS RECORD TURNOUT

CARSON CITY, NEV., March 21, 1971 — Steve Thompson, Mammoth Lakes, Calif. walked off with first place brass in the Jr. Expert 251-open class at the first motocross of the season, sponsored by the Desert Hawks M.C. before a record number of riders and spectators.

NOVICE 101-125cc: 1. Jim Gulbrandsen 2. Jim Briggs 3. Phil Barnhardt 4. Bob Young 5. Jon Dupratt.

NOVICE 126-250cc Div. 1: 1. Fred Phillips 2. Dee Wright 3. Ben Sanchez 4. Vern Weldy 5. Joe Sanchez.

NOVICE 126-250cc DIV. II: 1. Danny Thompson 2. Noel Harding 3. Bill Daane 4. Ken Pulver 5. Mark Beighley.

NOVICE 251-OPEN cc: 1. Gabe Dick 2. Mike Hamel 3. Jim Gulbrandsen 4. Gerry Torgerson 5. Billy Houton.

AMATEUR EXPERT 0-125cc: 1. Gary Ceragioli 2. Ken Gerrard 3. Rich McMurray

AMATEUR EXPERT 251-OPEN cc: 1. Steve Thompson 2. Elvon Hoskins 3. Leroy McDonald.

Bassani To Offer Cash For Silence At Hangtown Moto

Darryl Bassani is one expansion chamber manufacturer who is doing something about excessive cycle noise.

Bassani Manufacturing is offering over $350 in cash and prizes at the Hangtown MX race April 3rd & 4th to promote quiet cycling. Darryl will be giving away a "Quiet One" exhaust silencer to every class winner in both Senior and Junior classes. "The Quiet One" is one of the finest and strongest expansion chamber and straight pipe silencers on the market today, it has been competition proven. In addition, Bassani Mfg. of Anaheim, Cal. is awarding cash for class winners using "The Quiet One" silencer at Hangtown. $50 for the Open Senior class winner, $40 for the 250cc class winner and $25 for the 125cc class winner will be given away. No entry forms are required.

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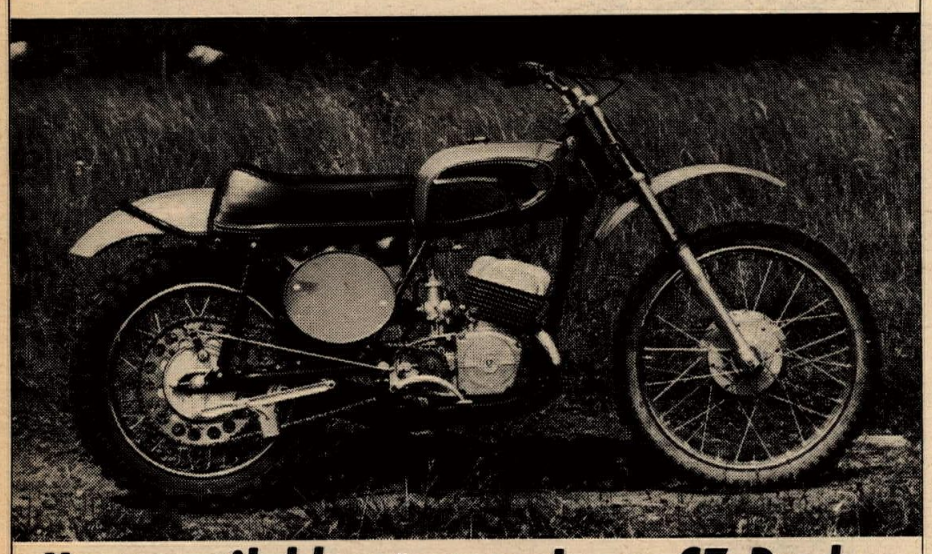

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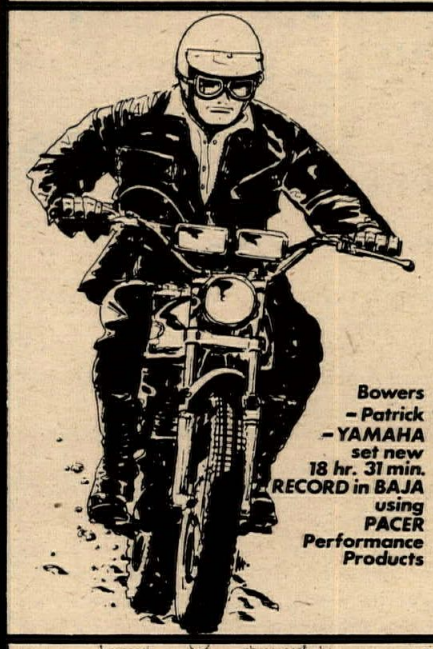

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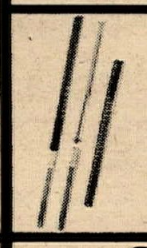

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Robertson Takes Steen Series

By John Shedd

POMONA, CAL., March 28, 1971 — Jeff Robertson picked off his sixth win in a row in the 500 Junior class, and by doing so he won the Steen's Motocross Series and a new motorcycle to boot.

At the line all you can do is wait.

Only one point behind in the series was John McDonald who earned all his points in the 100cc Junior class. To make it interesting, McDonald entered the 500 class on a CZ, and when the flag fell it was McDonald moving into the lead. Robertson didn't look as smooth on his new mount, a CZ, but he was still able to overtake and capture the lead and took the win.

In the second moto, Jeff got a bad start and, while trying to work up, almost crashed on an off camber corner forcing him into the soft stuff and through a pile of tires. When he got going again he was in 10th. George Erl, who had taken the lead on a Maico, was stretching it out when Jeff moved into fourth. The next rider he had to pass was McDonald who did everything in his power to stop him. For several laps it was one whale of a race but Robertson finally passed and then moved up into second where he finished.

Jeff didn't have as much trouble winning the final moto, but McDonald was right on his heels.

Bill Clements pushed his Huskies to wins in both the 500 Expert and the 250cc Expert classes. In the first go of the 250 class most of his competition came in the form of one Mike Cram and his yellow Maico. In the second moto Cram took over and had CZ mounted Jim Cooke kicking up the dirt close behind. Bill came in third with Tom Rapp (Bul) close behind. Bill had the third moto wired and once he took the lead he was never headed. Jim Cooke was a solid second all the way and Rapp beat out Cram for third.

Clements took the win in the first 500 moto, but couldn't get it together in the second. Cram led in the first few laps then, Jim Wilson (CZ), who had not been able to get going up until this point, took it over and moved on out of sight. In the last moto Wilson grabbed the lead at the start and he looked like he might make it two in a row. A spill, however, dropped him back to fourth and Clements roared on by to take the lead and win. Cram was running a close second but Wilson nosed him out on the next to the last lap to finish second.

(Results on page 22)

Osteen's course has some neat cross-ups.

Mike Cram shows why he hold CMC's No. 1 plate.

TRADE TOPICS

Paul Hiransomboon, president of Hiranport Co. announces the firm's Grand Opening for their new office-warehouse on April 5, 1971, at 7585 S.W. Hunziker Road, Tigard, Oregon. Telephone: 503-620-0330.

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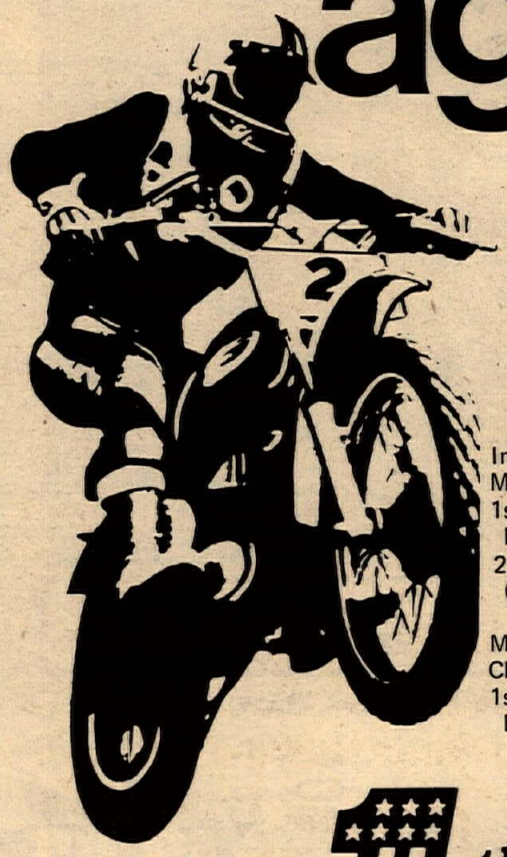

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Dave Ekins — Baja 100

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McCaffery Tops Series

By Steve Hall

MONROE, WA., March 21, 1971 – 150 riders and 450 spectators appeared at Sky Valley Raceways to contest the fourth and final race in Bothell Stumpjumpers' Winter Motocross Series. Rick McCaffery (Sachs) showed good style, and picked up three big 125cc Senior wins.

Gordy Ochs, on his new Bultaco PurSang, led from start to finish in all three Senior motos, challenged only momentarily by Bob Cooper, on a CZ who finished second, and Steve Hall, on another PurSang who finished third. Och's beautiful ride was good enough only for second place in the overall series standings, 20 points behind McCaffery, the 125 rider.

Doug Oyler (360 CZ) at the Stumpjumper windup.

The Open class was wide open, and So. Cal's John Maynard (Maico), who has been hunting and fishing his way around the Pacific Northwest for the past two months, turned on to the dry course, winning two of the three motos. Bobby Mutch from Canada on a well-used Husky 400, passed John once to win the third moto. John had to hand Bob first for the day, however, for he was penalized one place in the first moto for jumping the lights. Bob Budschadt on a very custom 450 Ducati, rode a steady race to an overall third.

In the final standings, McCaffery was first, Ochs second, Jim Pomeroy, on his Bultaco finished third and Larry Wescott was fourth. Local trail rider ace, Jack Garthley was fifth, with young Mike Budschadt taking home the last 5 foot trophy up for grabs, sixth on Malcolm Davis' 370 Trans-AMA AJS.

(Results on page 22)

"Tri State Tremendous"

Above: Ryan Gifford leads 125 Jrs.

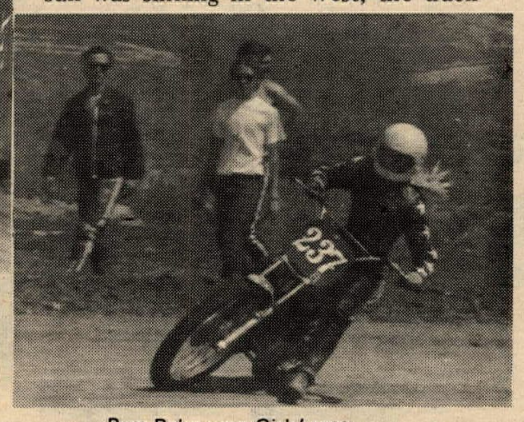
By Jack Light

BAKERSFIELD, CAL., Mar. 21, 1971 – Over 200 riders invaded the Sprocket Park to compete in the 8th Annual Tri-State motorcycle T.T. Scrambles.

One of the highlights of the day, was the presentation of the high point trophies, for 1970. "Red" Owens was present to hand out the well deserved awards for the top riders in District 35. Carroll Jackson, Darrell McCaulley, Jim McCraken were winners in the Heavyweight Division. Tim Tomlinson, Ken Hale and Richard Periera, in the Middleweight class. Ron Tobey, Jack Jones and Curt Lange, in the Lightweight class, these are the best in the District, and they wear their low number plates with a lot of pride, and rightfully so.

The 250 Experts line-up looked like the "Who's Who" of motorcycle racers. Ron Tobey was able to get his "Shafter-Yamaha" off the line in fine style, hitting the first turn as the leader, and never giving up this position throughout the race. The field was loaded with talent, and the traffic was terrific. Jim Keener (17F) had his Bultaco within a few yards of Ron for the last three laps, charging all the time. Tracy Bright (20F) on another Bultaco, and Dan Hockie (1X) Ossa, District 37 High Point rider, were always within sight of victory. Dan won his heat race without too much difficulty, but just couldn't make up the distance needed in the main. Hockie's Cycles of Torrance brought up their entire racing team, four Ossas, and one Triumph bike, these guys came to race, and race they did.

The Open Experts started just as the sun was sinking in the West, the track lights were on, just in case...This was a wild race, with the ground-shaking, big bore bikes going full out. Rick Newby riding the beautiful "Custom Engineering" Triumph, found the quickest way around today, followed by Carroll Jackson on his No. 1 Triumph, Jim Lynch (Tri) and John Scantlin and his H-D Sportster putting on their own race. Jim led John across for third by just a half-tire width, a real photo finish. One of the Open Experts was riding with a taped hand, injured in a freaky accident in the parking area. Seems he got his hand caught in a trunk lid when it was closed. A stupid photographer/writer slammed the deck lid down, without looking, sorry about that, Darrell!



Pam Bales won Girls' race.

(Results on page 22)

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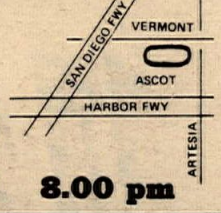

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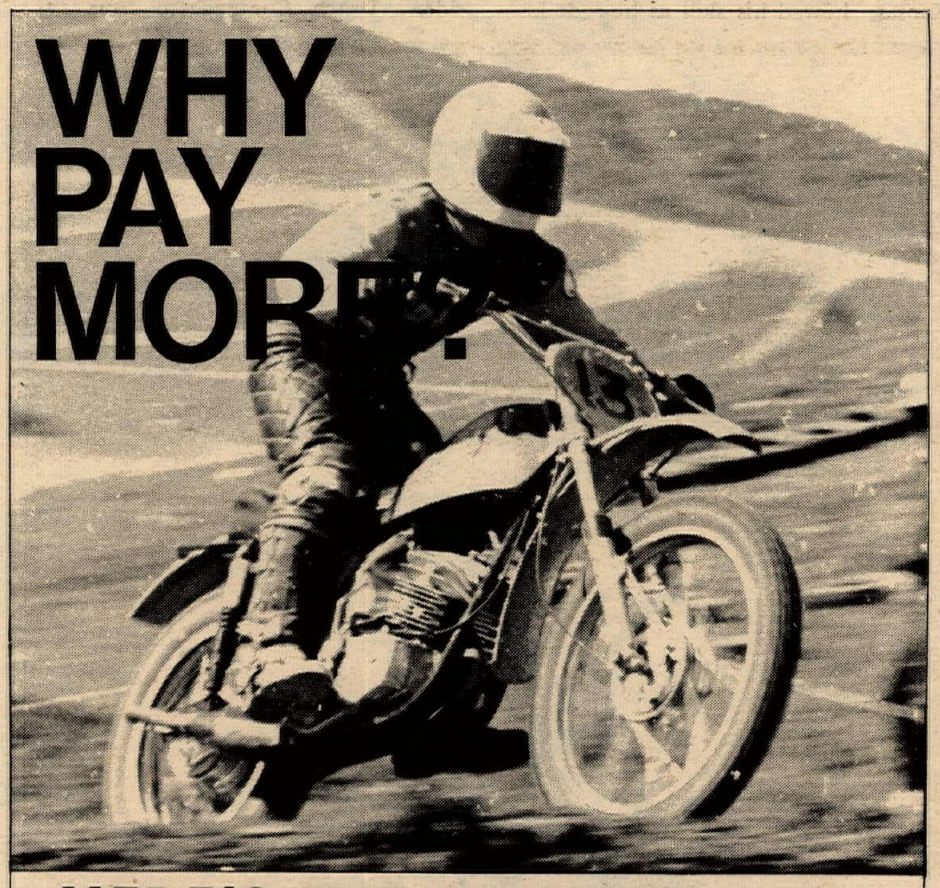

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WENDOVER TEAM RACE

By Terry Newfarmer
Photo by Judy Newfarmer

WENDOVER, UTAH, March 21 – A three-man team from Salt Lake City took home a $566 purse in an 80-mile hare 'n hound just over the hill from the Bonneville Salt Flats. The course was basically fast desert, but with tough hillclimbs to challenge the 125cc-or-less machine each team was required to have.

Winning top money were Lloyd Lawhon, his son Woody, and Jon Henry, who rode the course in about three hours.

The team of Calvin Crosby, David Crandall and Peter Crandall led the first loop, but were directed out on the third loop, rather than the second. The next time they came in, the confusion had been cleared up, so they were told they could still win by riding the second loop. But Crosby crashed his Penton, and they towed it in to take 19th place.

Second place money went to the Firebirds Motorcycle Club team of Tom Bacca, Kay Sorenson and Gary Giles, from Eureka, Utah.

Most riders seemed to enjoy the team-style racing, with its emphasis on reliability. The race was sponsored by Wendover Casinos and the Chris Draayer Motorcycle Shop in Salt Lake City. Seventy-six teams competed.

(Results on page 22)

RACE IN A BLIZZARD

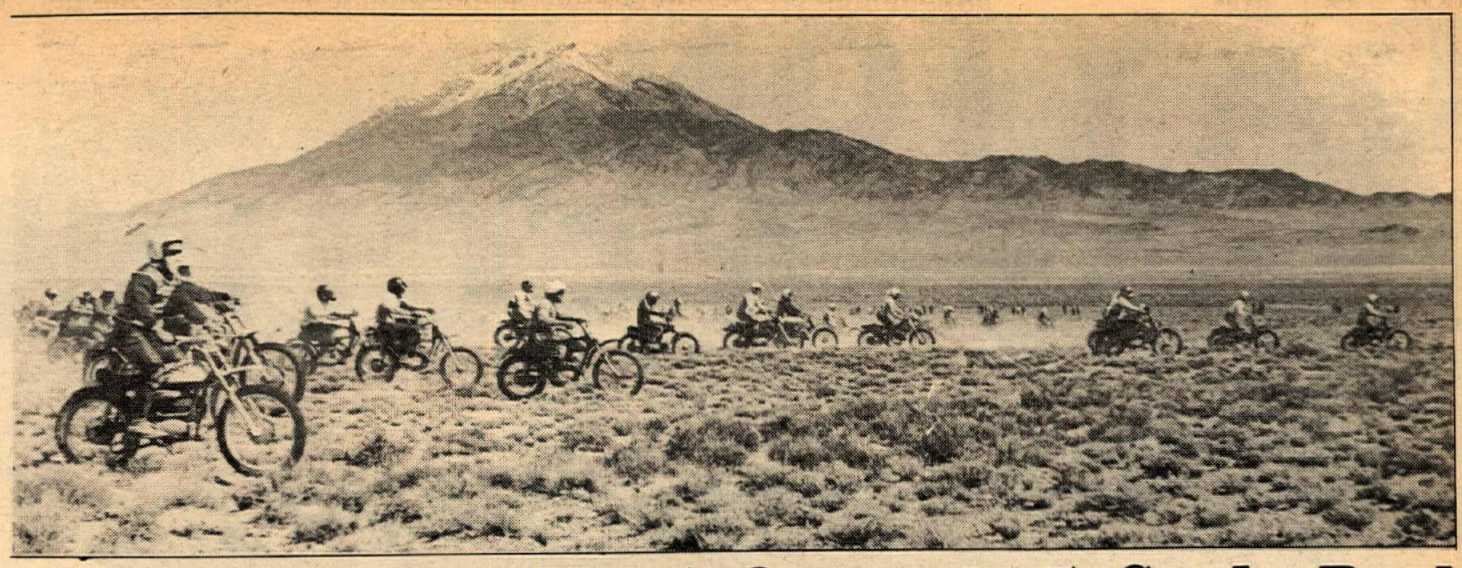
By Doug Johns

LAWRENCE, KAN., Feb. 21,1971 – Although the temperature was not low enough for the snowstorm to be officially called a blizzard, it was still the worst snowstorm to hit Lawrence in the last decade and it came on the day of a Wheelsport motocross.

However, little things like a blinding snowstorm don't bother the Wheelsport Club so the race was held. About 250 spectators showed up to watch the 65 riders compete.

Riding like Ron Bedell's was exciting enough to keep most of the crowd standing in the snow through the entire program. Ron, a racer from Topeka, Kansas, showed his skill as he rode his Ossa like a pro. He found a fast track around the outside, driving through the turns full-throttle with the rear wheel shooting out spectacular rooster-tails of snow! His fast ride captured the first place trophy in the 250 class.

Coming Wheelsport events are a shorttrack April 17 (night), and a scrambles April 18. Also, the 2nd Annual Lime Run will be May 2.



HRA Opens 395 Cycle Park

ADELANTO, CAL., March 21, 1971 – Three miles north of here on 395 on the west side of the road was the scene of some very good and fast racing on a TT Scrambles course.

Of special interest was the speed with which the riders charged the track on the long course. The 125cc Expert Main winner Ed Mitchell, turned consecutive lap times of 64 seconds.

In the 250cc Special Expert event, which is a seprate Expert race, Mitchell, Tom White, Dan White, Ron Powell, Tom Horton, Fred Timberlake and Carrol Heiland all turned lap times over 62 second consecutive for the five laps.

The spectators were great and are to be thanked for their well behaved part in the event, and their cleaning up of their area before departing for home.

H.R.A. would like to put on a good show for all riders and spectators. So if there are eight or more members for the 50cc class and the same for a Powder Puff those races will be run.

Due to the fact so many riding privileges are being taken away by new laws and ordinances, supporting your local tracks is a way to have a place to ride.

Watch the Calendar of Events for future events at 395 Cycle Park and Huntington Beach Cycle Park alternating TT Scrambles, Rough Scrambles and Motocross on various dates. Bring your campers and families to 395 Cycle Park. Free overnight parking, snack bar and modern rest rooms and race or watch on Sunday.

(Results on page 22)

Rough, Fast Nevada Scrambles

By Don Weidknecht

LAS VEGAS, NEV., March 14, 1971 – The Rim Benders Rough Scrambles took place on the dry lake between Railroad Pass and Searchlight, Nevada on a course about 6 miles in length. They should have re-named the event to "Fast Scrambles", when a 125 Novice can ride two-thirds of the course in 5th gear it is not very rough.

The course took a toll on riders and machines. Due to the speeds attained there were a lot of seizure problems.

The 47 zero-to-125s were the first to go. Norm Kauke (Penton) took the early lead but was pressed hard by Kim Wolfe. Kim later fouled a plug which left Norm to an easy overall win followed by Casey Folks Jr. second then Dan Humphery third overall.

Next away was the 250 class with 47 riders. Dutch Cunningham took the early lead and was a good third of a lap ahead of the second rider, Terry Grieble, until his Ossa threw a chain. This put Terry in first place pressed hard by Grant Thornton. Grieble was running hard until his Ossa had a flat tire. Thorton then took over the lead on his Husky for an easy overall win.

With 22 riders roaring to lay down on their tanks and go, the Open class was off. Tom Scales thought he had a good lead on the second place rider when he stopped to gas his Husky on the fourth lap, (which by the way he didn't need). By the time he pulled out, Rex Frehner was right there. Tom had to work his 400 to get by Rex on his 360 Husky. Rex Frehner later had bike problems (who didn't?) and was forced to drop out.

Tom Scales took the overall win.

(Results on page 22)

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1st Trailbike
Mitch Mayes – Baja
2nd Larry Rosler – Baja
3rd Jim Sumners – Baja
5th Tom Sawyer – Baja
(1st Junior)

Optimist Combo–Cross
Indian Dunes – 3/14/71
100 Expert Class
1st Terry Clark – Baja

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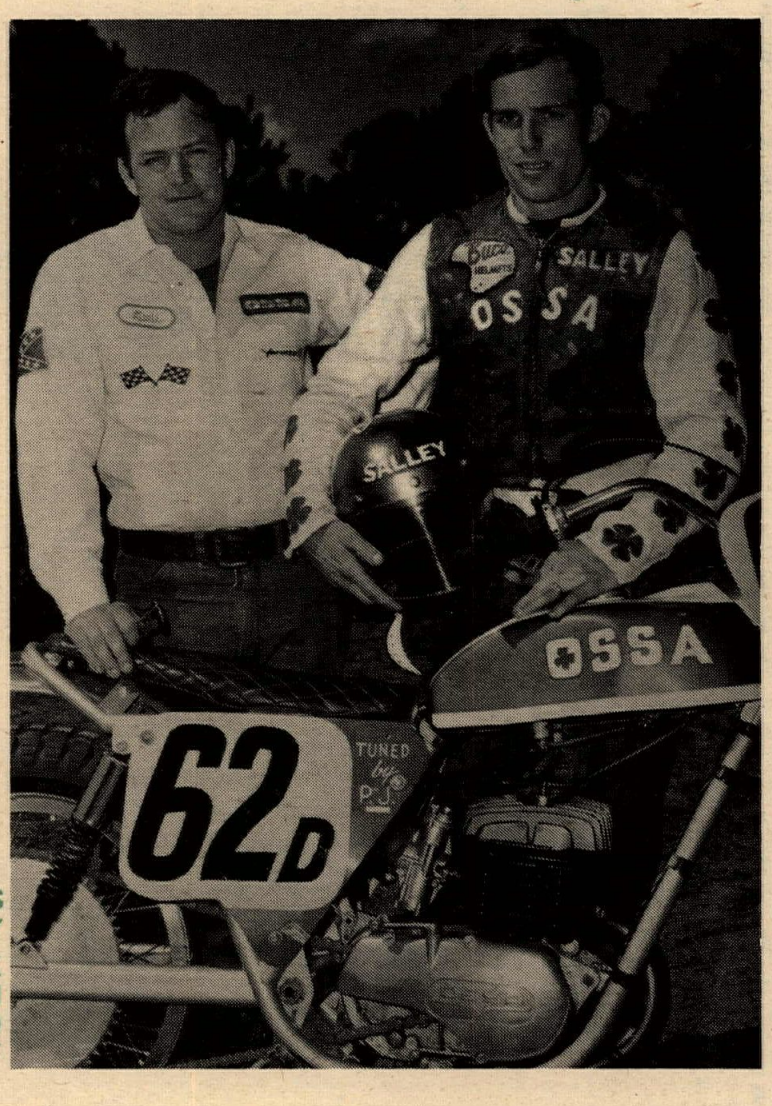

DAYTONA SHORT TRACK – EXPERTS/JUNIORS
1st ED SALLY
DAYTONA NOVICE SHORT TRACK
1st MIKE JOHNSON
2nd SCOTT BRELSFORD
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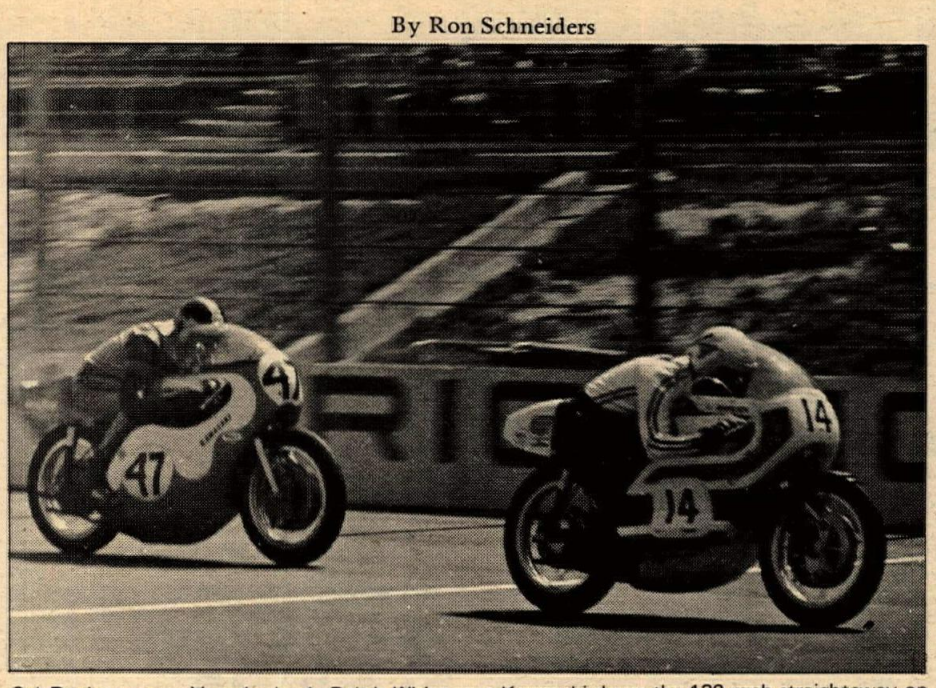
CAL RAYBORN STARS AT QUESTOR GRAND PRIX

By Ron Schneiders



Cal Rayborn on a Yamaha leads Ralph White on a Kawasaki down the 130 mph straightaway on the exciting new Ontario Speedway road race course.

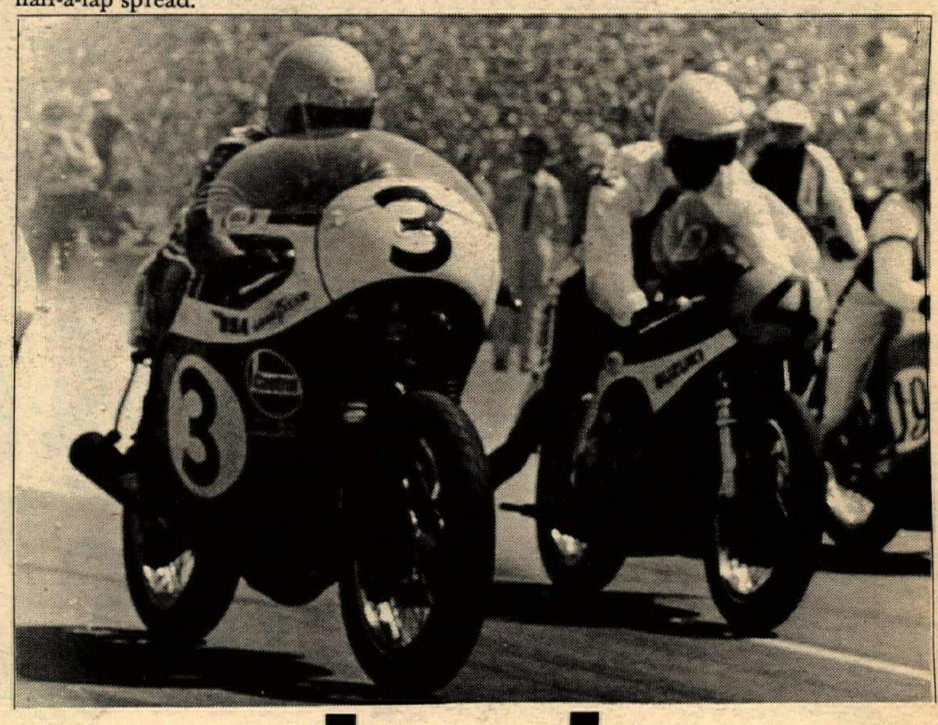
ONTARIO, CAL., March 28, 1971

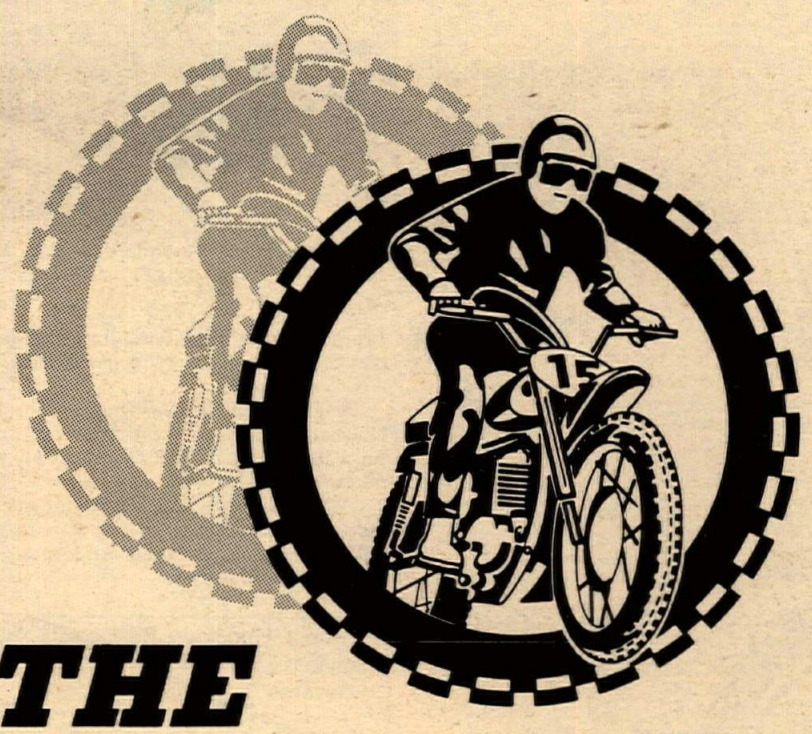
While the Automobile Grand Prix was the main event today, of far more interest to motorcycle fans was an exhibition race staged by many of the world's best pavement racers. The exhibition was fairly short, but what it lacked in length it more than made up for in racing quality. Most of the serious road racing marques were represented including BSA-Triumph, Suzuki, Kawasaki, and Yamaha. Riding the bikes were Gene Romero, Dave Aldana, Don Castro, Tom Rockwood, Don Emde, Kel Carruthers, Cal Rayborn and a dozen other stars. The idea of the exhibition was to promote interest in the forthcoming 200 mile National to be held at the Ontario Motor Raceway in October. Most auto fans have never seen top quality motorcycle road racing before, but judging from the response there might be quite a few more fans popping in for the big road races in the future.

Facing the riders was the toughest racing course this side of the Isle of Man. Only about three and one half miles long, it links an astounding 19 turns with a 160 mph straight and a sweeper that looks like it was borrowed from one of those wall-of-death tanks...blown up to monster size. I asked Gene Romero how the course compared to Daytona. "It's a bunch tougher," he said, shaking his head. Due to the tight schedule, the motorcycle racers only had about three laps practice before their "exhibition." Hardly sufficient to learn the course. But already most of those whom I talked to had decided that they liked it, calling it in the parlance of the day, "a rider's course."

I was a little puzzled about how an exhibition differed from a race under these circumstances so I asked a few of the riders what they thought was the distinction. Dave Aldana said. "In one you don't fall off." The other half of Team Mexican said "in an Exhibition you don't go balls-out." Another racer who was standing behind Burrito said wryly, "It's a race where you don't get paid if you win." I said I thought I understood, but when the starter's flag dropped and Ol' Roxy Rockwood started telling it like it was happening, I realized that I didn't. It looked just like it was a race. And if it had been a race, former AMA National Number One Cal Rayborn, riding an itsy-bitsy 250cc Yamaha rather than his normal big iron, would have won. Following him was Ralph White on a Kawasaki and Kel Carruthers, the down-under lad, on another Yamaha. Waiting for a big bike, were you? In 4th spot came National No. 1, Gene Romero on a Triumph triple. But of course it wasn't a race, so really everybody tied with about a half-a-lap spread.

Fancy that little Yamaha beating all those big three bangers around that super dooper course! But in October they're going to take out a couple of the turns and make the 3.2 mile circuit a 2.6 mile course, according to the latest scuttlebutt. Ostensibly, the reason is tire wear. That rough-textured surface with all those turns is murder on tires and present day bike tires wouldn't last 200 miles, or at least that's the current thinking. It is a little doubtful whether the riders could last through 200 miles of that course, either. Will the shorter but faster course work in favor of the big bikes? At this point it's anybody's guess but we'll find out in October. And just maybe we'll see Dick Mann do it to the kids again. He didn't make it to the Exhibition yesterday but he's not likely to miss the National. For all of you who don't get to watch Daytona because it's 3,000 miles away, here's a tip: Ontario's the new big one and for once it's right in your own back yard.





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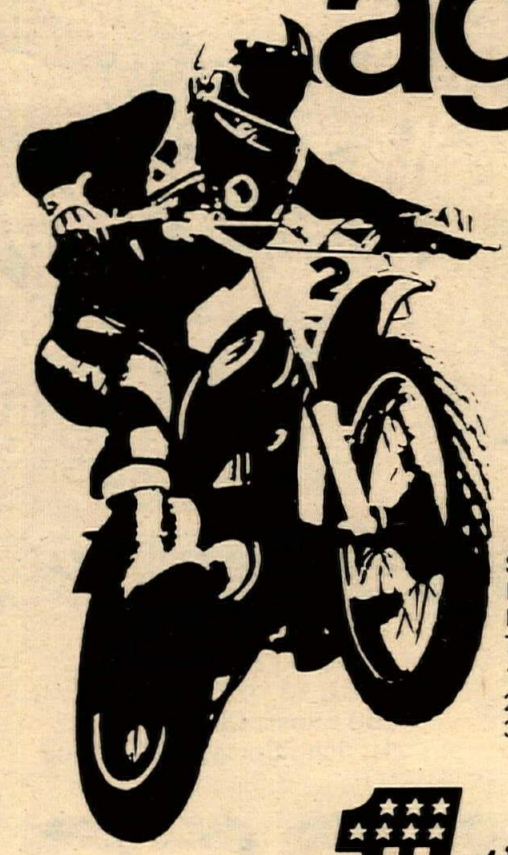

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March 7, 1971
Trailbike Class
1st Terry Clark – Baja 100
2nd Larry Roesler – Baja 100
3rd Mitch Mayes – Baja 100

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the Harley-Davidson outperformers

Beginner And Novice Scrambles Pulls 460 Riders

By John Bollinger

ADELANTO, CAL., Mar. 14 — The growth of the Sportsman Racing Association's Beginner and Novice Scrambles has been nothing short of tremendous. Entry has gone from 80 riders for their first event to a whopping 460 this Sunday, March 14.

First race of the day for 100-125 Beginners under 16 also had the first disqualification. Rider No. 168 came through with such a lead that officials did some checking. When it was discovered that he was, in fact, a District 37 Novice with 205 points and three transfer rides, he was black-flagged on the spot. John Jenkins won first 125 in the race with Mike Mallory taking first 100. Madaline Almeida struck a blow for women's lib by finishing in front of some of the men to win first Powder Puffer.

The 175cc and 500cc Novices ran next with Larry Westlake pushing his 400 Husky into a good lead only to do a super endo, leaving the win to Tom Sympson who also rode a Husky.

The 250 Novice race saw another rider disqualified for pulling a naughty type no-no. He either got tired or wanted to share the fun so he whipped into the pits and turned the bike over to his buddy for the last few laps. Troy Hollis rode the whole race to win first place trophy followed by Jerry Hill and GEorge Stoffel.

Young Nick Haggard comes through home check pursued by Bob Ovanessian.

Tom Bragdon flogged his Yamaha 90 through the pack to take a hard-earned win in the 100-125 Novice event. In fact, he was going so fast the flagman missed him at the finish and he rode an extra lap.

Sam Weston bested sixty-odd other 250 Beginners as well as the increasing dust to win first place with Bill Gray taking second. Phil Taylor was first under-16 in this event as well as in the next race. Jim Harris was first over 40.

Just before the last race of the day for 500-Open Beginners one section of the course was rerouted for safety sake. Phil Elery made the most of the change to win.

Even though the course broke up, most racers this writer talked to felt that the superb organization (each of the seven races started exactly on time) and the really nice finisher T-shirt more than made up for any problems.

(Results on page 22)

ASCOT TRIPLEHEADER

A big tripleheader of motorcycle racing has been programmed to pen the 1971 racing season at Ascot Park on April 1-2-3, coordinator Don Basile reports.

The trio of events will include the flat-track opener on Friday evening, April 2, and a 100-lap Pacific Coast steeplechase championship on Saturday night, April 3.

The popular motocross action will debut on Thurs., April 1, with more than 250 riders entered.

The Friday and Saturday cards, being sanctioned by the AMA, are expected to lure Gene Romero, the reigning U.S. motorcycle champion. Romero finished second in the Indianapolis of cycle racing, the Daytona 200-mile Nationals, last weekend.

Dick Mann, the veteran who captured the Daytona meet, also is a likely starter.

The 100-lapper, a March nationally-televised feature for years, was set back to be the season steeplechase opener.

MADERANS MOP UP CMC MOTO-X

By Marsh Moore & Chris Dare

FRESNO, CALIF., Mar. 21, 1971 — The Fresno Motorcycle Club presented another one of its "desert" motocrosses today at their clubhouse park with clouds of dust which rose...soon after practice, and continued to plague riders until the end of the races.

A fabulous race was put on by the 125 Srs. as Gerry Smalley rode his Yamaha to a great victory over Robert Rogers on a Rickman.

Two other Madera boys battled it out for first place in the 250 Jrs. Jim

Co-correspondent Marsh Moore got 3rd in 125 Jr. Div. II on his DKW (nee Sachs). Photo by Chris Dare.

Franklin and Jim Tomajian exchanged places throughout the day with Jim winning the class.

A great battle was put on by Tim Colvert on a Husky and Wayne Sumner on a new Suzuki 400. Tim led all three races for an Open Sr. class win.

All in all the race went smooth and fast. The next race in the Fresno area will be a C.M.C. race on April 4 at Dunlap Cycle Park.

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Are you Motocrosser Enough
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It's kinda tough to identify this rider.

Dunes Mini-GP

These Jr. hotshoes really "get it on."

By John Grout
Photos by Racing Photos

VALENCIA, CAL., March 28, 1971 — The American Mini-Bike Racing Association presented their First Annual Grand Prix on today's competition card at Indian Dunes and both the riding and spectator turnout was spectacular.

While offering a group of well-conducted heat races, all of which had only one injury, the association trotted out a whole bevy of up and coming, explosive talent who took to the track.

For the most part, racing classes were composed of youngsters who ranged between 7 and 10 years of age.

Kenny Alexander, displaying a flashing style of slip and slide riding, was home in front of the 8-years-old and under group who were straddling the 1-3 horsepower machinery. Scott Talkington and Brian Conrad were 2nd and 3rd after 20 minutes of racing. If you have any reserved thoughts about the effort involved in containing one of these short-coupled mini-bikes for that length of time, you ought to step into the saddle for about 5 minutes. The fathers did — in a later race — and that's when the "garage hopes" suddenly became a thing of the past.

It is doubtful there will be any more bench racing around quite a few homes for some time to come. After all, how can you answer Jr's question: "Dad, I was running 3rd when I turned the bike over to you. What happened?"

In the contest for the 9-11 gang, riding the same horsepower machinery, 1-3 hp that is, Donald Miller, Jim Moore and Scott Mulholland had quite a back-and-forther before the results entered the books in the previous order.

The 12-15-year old class on the 1-3 horsepower minis saw Mark Granberg lap the entire field as he defeated Kirk Ward and Charles Mouwen.

Scott Talkington took the win for the 8 and under group who were mounted on 4-6 h.p. machines. David Lamb was 2nd, Shawn Moran 3rd.

Bruce Ziegler got a victory over Keith Ward and Jim Moore in the race for the bunch in the 9-11-years old bracket for the 4-plus bikes. While the youngsters to 15-years of age division were defeated by Greg Lersch, Dana Stumwasser and Kirk Ward.

Among the top racers in the mini-enduro class were Bob Kline, Scott Urquhart, Nick Hale, Bill Snodgrass and Doug Nicol. While the over-all winners for this size cycle in the "Father and Son" competition was the team of Willy Simons and Simons.

The heavily powered machinery was dominated by Kelly "Irish" Moran, riding in white leathers which were spanked with bright green shamrocks, as he turned-back Carl Senour and Bruce Ziegler in the contest for those 11-years-old and younger. The horde aged 12-15 was stepped upon by Greg Lersch, Dave Van Horn and Todd Kearns.

Indian Dunes, located a few miles north of the San Fernando Valley, Valencia, Cal., is open 7 days a week for practice or "fun riding" in an atmosphere of sunny enjoyment.

This Sunday, the feature contest is the April Fools Motocross. The race will be open to all classes — pay to Seniors, trophies for Juniors — and many of America's top moto stars have already poured their entries through the box.

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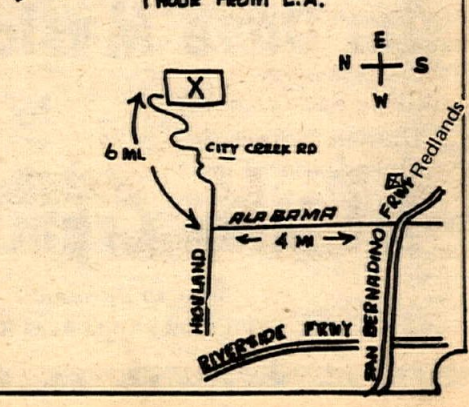

Writin' Around

By Chuck Clayton

HOW I CLEARED MY GARAGE FOR FUN & PROFIT

Over the years I'd accumulated a small truckload of motorcycle parts, including a dismantled 1954 Matchless, that I had no particular use for. The stuff wasn't junk, but it was too miscellaneous to sell and too heavy to keep shifting about in my never-ending quest for more garage working space.

I'd paid too much for the old Matchbox and the few parts it was lacking were getting scarcer all the time. The new Mavrick shocks over there I'd purchased in the wrong length and was too embarrassed to return. It's a mistake I frequently make. There were lug boxes and coffee cans all over my workshop full of similar mistakes as well as tires and parts discarded in favor of some modification.

Hauling it down to the Cycle Swap-O-Rama, I hoped to get a hundred dollars for the lot. What I dreaded most was having to haul it back in case nobody else wanted it.

I needn't have worried. A few minutes after the doors opened I had five collectors bidding for the Matchless. Each one wanted different pieces of the rusty hulk to complete some rig that he was restoring. We had a good old time talking about Matchless and Ajay lore. It was fun to see their faces light up when I named the prices I wanted. In a few hours all my stuff was all in the happy hands of people who needed it far worse than I, and I was $150 to the good. Soon there will be five more Matchlesses on the road. I was happy too.

scramblin' around

By Maureen Lee

Who says motorcycles are dangerous? As we all know, there's more than one way to get hurt but we hate it all the more when it's one of our own. Many of you know Ed Fulbright, Service Manager for Norm Reeves. He used to ride Ascot as one of the BSA Wrecking Crew, got us started in racing including even lending leathers for the first ladies race ever held in California, not to mention some excellent coaching and tuning on my little Beezer. Well, his wife Norma was critically injured crossing the street in front of St. Mary's Hospital, and the damage was great, believe me! So if you know the Fulbrights, keep in touch with them. Norma needs some cheering up, it'll be a long time before she'll be in shape again.

The Mint 400 is over now, some observations on that...with no disrespect to any of the other great riders, when J.N. and Switzer team up with no bad luck, you could just see the writing on the wall...two of the Desert Daisys, Patty Clagg and Mary Brooks put on a valiant effort on a Steen's Rickman, even to the point of going out again for one more loop after it was dark!...that James Connolly shown riding the Triumph chopper is District 37's number one heavyweight scrambles rider, admits it was tricky but was lapping in one hour thirty-five while his partner was taking two-and-a-half. It was the same bike Evel did his thing on at Caesar's Palace. They DID finish, by the way. There were squawks from the bike riders last year when over three hundred entered, this year only around ninety did, maybe the promoters will learn that the riders are getting tired of being pushed around...how about the emergency vehicle being driven by a girlfriend who got herself stuck in a wash and to get it out they had to use of those cable whatemyoucallits and they stretched it across the course to do it, at twilight, with many bikes still running...ouch, my neck!

We attended a press showing of an hour long documentary on bikes for TV called "Sparkles in the Wheel" the other evening and it's good; Doesn't stay with any one brand although there's quite a bit of BSA and Kawasaki, but it shows all types of the sport in an unbiased fashion from road riders (but none of the uglies) through hillclimb, motocross, minibikers, the whole shot. Cycle News will let you know when it's scheduled for release.

Read where Dave Aldana's oil plug fell out at Daytona. Tut, tut. If he'd been in an ACA Grand Prix he couldn't have passed tech without it wired on!

Woodland track championship

By N. A. Williams

WOODLAND WASH., March 21, 1971 – The track was fast and there were many spills during the day, but no serious injuries. 244 riders turned out.

By the time the heats were timed in there was $30 for fast time over all and another $5 for fast time in the 100cc class heats donated as prize money. Another $5 was to go to the winner of the 100cc B Main. Gary Kapus collected the fast time money by timing in his 250cc Kawasaki with a time of 1.34.4 for a four lap heat race. Bill Ehrens collected the fast time in the 100cc class with 1:40.0.

In the 200cc C Main Gerry Gilles dumped his Kawasaki right at the finish line as he tried too hard for 2nd place.

Heart stopper of the day was when Gary Kapus and Larry Mascottee, tangled in the 250cc Trophy Dash. Mascottee got sideways and Kapus couldn't maneuver around him. He hit Mascottee's rear wheel and went over the handlebars onto the track flat on his back. Kapus got up quickly but didn't finish the race. Mascottee came back to see if Kapus was O.K. He didn't finish the Dash either. The crowd was glad to see Kapus up O.K.

(Results on page 22)

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1st 125 Senior RON HUFFMAN
Rickman Micro 125 Metisse
March 14th CMA Moto-Cross Salt Lake City, Utah
1st 250 Expert KERRY FOWLER
Rickman 250 Moto-Cross
March 14th TT Scrambles Porterville, California
1st Powderpuff PAM BALES
Rickman Micro 100 Metisse
March 20th TT Scrambles Elsinore Park, California
1st 500cc Class R. MAC EWEN
Rickman 500 Metisse
March 21st Moto-Cross Hollywood Cycle Park, Md.
1st 125cc Class RANDY SNEED
Rickman Micro 125 Metisse
March 21st Moto-Cross Indian Dunes, Calif.
1st 100 Junior DANNY LAPORTE (Age 10 !)
Rickman Micro 100 Metisse
1st 125 Senior JEFF WRIGHT
Rickman Micro 125 Metisse
March 21st Moto-Cross Oak Creek Ranch, Ca.
1st 250cc Class JIM O'NEAL
Rickman 250 Moto-Cross
1st 500cc Class JIM O'NEAL
Rickman 250 Moto-Cross
See your nearest Rickman Dealer for information on how you can have your name in these ads . . .
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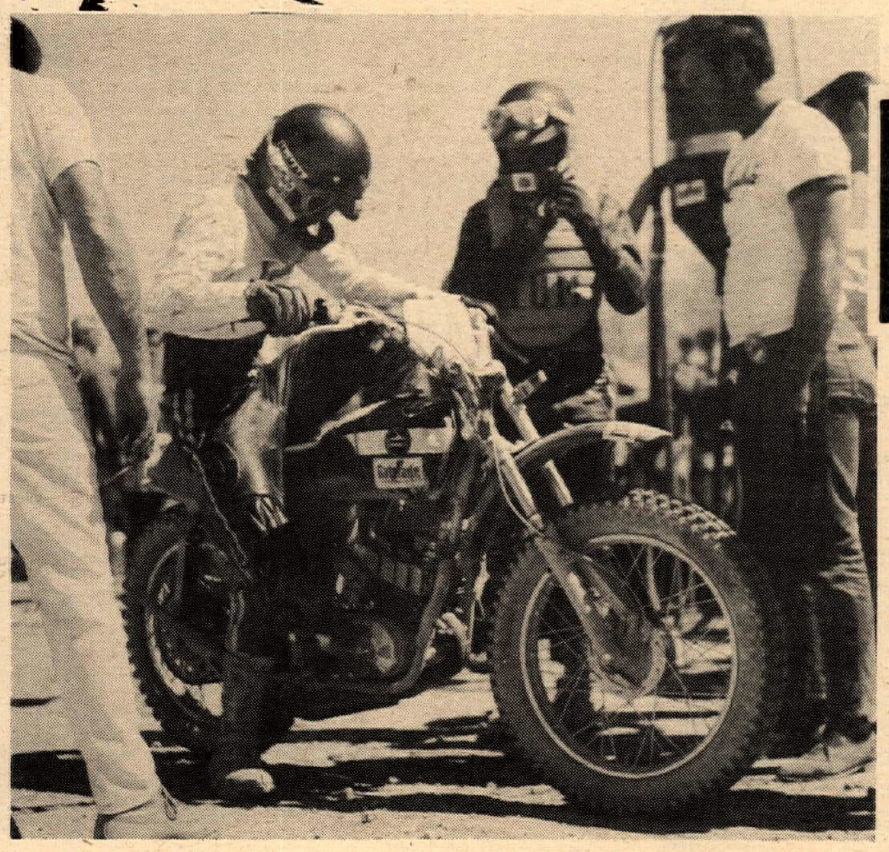
CARABELA CONQUERS THE MINT 400



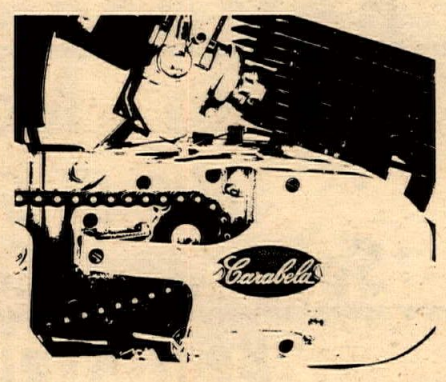
1ST place in the 125cc class at the 1971 Mint 400.

1ST 125cc motorcycle ever to finish the Mint within the time limit.

4TH place in the 250cc class.

15TH place overall classes.

Tom and Cordis Brooks of the Carabela U.S. Factory Team took an unprecedented class victory.



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Competition Accessories
Xenia, Ohio

•

Norwoods Distributor Inc.
Inlet, New York

RESULTS

ELSINORE GRAND PRIX
Sunday, Mar. 7, 1971
Elsinore, Calif.
By Ron Schneiders

OVERALL
1. John DeSoto CZ
2. Gene Cannady DKW
3. Bill Clements Hus
4. Lars Larson Mai
5. J.N. Roberts Hus
6. John Rice Mai
7. Chuck Minert BSA
8. James Heath Mai
9. Rick Norris CZ
10. Max Switzer Hus
11. Vic Hannon CZ
12. Jon Thomas Tri
15. Geo. Alguire Tri

250 OPEN EXPERT
John DeSoto CZ
Bill Clements Hus
Lars Larson Mai
J.N. Roberts Hus
John Rice Mai

251-OPEN JUNIOR
Rick Norris CZ
Mike Renno Hus
Steve Borden Hus
Rick Hobbs Yam
Dwayne Lundberg Kaw

251-OPEN NOVICE
Shelden Schmit Hus
Jack Harter CZ
Phil Mailloux Hus
Roger Van Santen Hus
Wm. Baxter Mai

0-250 EXPERT
Gene Cannady DKW
Jack Morgan Oss
Jim Pettersen Oss
Paul Brinkman CZ
Larry Mulock CZ

SIDE HACKS
Jerome Wahl/ Robt. Andspith Tri
Robert Grauer/ Jerry Gill Hon
Rymond Hunter/ Marvin Tomlinson Wasp

CLOVERFIELD M-X
Friendswood, Texas
Mar. 21, 1971
By Janet West

OPEN EXPERT
Robi Holbert Hus
Jake De Boe CZ
Bob Hanna CZ

OPEN INTERMEDIATE
John Johnson Mai
Bobby Wilson CZ
Larry Hedges —

OPEN NOVICE
David Wilson Gre
Ben Goodwin Yam
William Ford —

250cc EXPERT
Freddy Hanna CZ
Jake De Boe CZ
Greg Graham CZ

250cc INTERMEDIATE
Robbie Esterlein Hus
Bobby Robertson Yam
Rob Riggs Yam

250cc NOVICE
Robert Tuggle Hus
Mark Robertson Bul
Dago Balsano —

125cc EXPERT
Freddy Hanna Pen
Mike Rau Hon
Steve Hackney Pen

125cc INTERMEDIATE
Sam Shaw —
Rob Riggs Yam
Don Tucker Pen

125cc NOVICE
Kevin Brown —
Gary Lewis —
Bill Greene CZ

100cc NOVICE
Nathan Vaughn
Paul Lowe
Duke Waldrop

POWDER PUFF
Cecile Hanna DKW
Donna Barnes —
Jan McDonald —

MINI-BIKES
Kerry Emmet
Dottie Hanna
Rex Tuggle

VICTORS HARE & HOUND
Lucerne, Cal.
March 8, 1971

J. N. Roberts	Hus	500 Ex
Whitey Martino	Hus	500 Ex
Bill Bogner	CZ	500 Ex
Larry Mahoney	Mon	500 Jr.
Mike Patrick	Yam	500 Ex
Dave Hernandez	CZ	500 Ex
Wes Anderson Jr.	Bul	250 Ex
Dick Breker	Hus	250 Ex
Jim McClurg	CZ	500 Ex
Gene Smith	Tri	Op Ex
Steve Ellsworth	Bul	250 Ex
Tom Brooks	Hod	100 Ex
Richard Harris	CZ	250 Am
George Walker	Kaw	500 Ex
Frank Russo	Hus	500 Ex
George Zuber	AJS	250 Ex
Whitey Gregory	AJS	500 Ex
John Taylor	Yam	500 Jr.
Roger Riddell	Hus	500 Jr.
Jim Chandler	Yam	500 Jr.
Dick Miller	Hus	500 Ex
Charles Curnutt Jr.	Hus	500 Ex
Jerry Kindsvogel	Yam	250 Ex
No. 864	Hus	—
Morris Norman	Hus	500 Ex
Jim Porcaro	Yam	500 Jr.
Jan Thomas	Tri	Op Ex.
Tom Clodt	Hus	500 Jr.
Cordis Brooks	Hod	100 Ex
Jim Summers	H-D	100 Ex
Larry Roeseler	H-D	100 Jr.
Kelly Sullivan	Bul	250 Jr.
Ralph Garrett	Hus	500 Jr.
Ron Grieve	Hus	500 Jr.
—	Hus	—
Larry Bergquist	Bul	500 Ex
Larry Luse	Hus	500 Jr.
Hoyt Stalham	Hus	250 Ex
Bob Phillips	Hus	500 Jr.
Bob Dotson	Hus	250 Jr.
Pete Meding	A-E	100 Jr.
No. 599	Bul	1st Girl
Dick Kendall	Hus	500 Jr.
Randy Milligan	H-D	100 Ex
Jack Froleich	Hod	100 Ex
Gordon Schmid	Bul	250 Ex
Arvie Blackstone	—	500 Jr.
No. 909	Kaw	250
Marty Dahlquist	Hus	500 Ex
No. 912	Bul	2nd Nov.
No. 377mx	Mon	3rd Nov.

S.R.A. BEGINNER & NOVICE SCRAMBLES
Adelanto, Calif.
March 14, 1971

100 BEG. UNDER 16
Mike Mallory
Alan Thompson
Ron Bragdon

125 BEG. UNDER 16
John Jenkins
Casey Wasem
Vaon Peterson

100 BEG. OVER 15
Terry Wasluskas
Gary Goodnow
Dave Barden

125 BEG. OVER 15
Greg Owen
Kaya Koral
R. Bartoshevich

100 NOVICE
Tom Bragdon
Jack McClure

500 OPEN BEG.
Phil Elery
Gary Cole
Phil Taylor
(1st under 16)

500 OPEN NOV.
Tom Sympson
Ray Wilbur
B. Harrington

175 BEG.
Tim Kottel
Dave Thompson
Dave Phillon

175 NOV.
PeeWee Nuskin
Jerry Doak
Butch Broyles

250 BEG.
Sam Weston
Bill Gray
Phil Taylor
(1st under 16)

250 NOVICE
Troy Hollis
Jerry Hill
George Stoffel

CMA MOTOCROSS
March 14, 1971
Salt Lake City, Utah
By Larry Knop

100cc NOVICE
Gene Christiansen Hod
Cal Bartell Suz
Frank Fokkema Bul
Bruce Steadman Hon

100cc EXPERT
LaMar Walker HOd
Jerry Davis Yam
Shaun Spieker Yam

125 NOVICE
Buck Weaver Suz
Phil Bernard Dal
R. Brent Dean Ric

125cc EXPERT
Warren Spencer Yam
Cal Crosby Pen
Preston Gerber DKW

200cc NOVICE
Mike Watters Yam
John Chagnovich Yam
Ron Gustaveson Yam

200cc EXPERT
Bryan Shafer Yam
Will Terry Kaw
Brent Hickman Yam

250cc NOVICE
Bob Krah Gre
Bob Balderstan Mai
Bill Heller Hus
Lamont Burningham Yam
Craig Rowsell Bul

250 EXPERT
Kerry Fowler Ric
Peter Crandall Hus
Woody Lawhon Oss
Robert Plumb Mai

OPEN NOVICE
Art Matthews Hus
Clarence Pollard Hus
Mike Mower Hus

OPEN EXPERT
Bob Brown Mai
Dave Crandall Hus
Frank Myers Duc

CMC MOTOCROSS
Pomona, Cal.
March 28, 1971
By John Shedd

100 JR.
J. McDonald Kaw
D. Sanchez Hod
B. Boberick Bul

125 JR. I
G. Robertson CZ
G. Reber Sac
R. Topham Sac

125 JR. II
G. Lunsford Pen
B. Jeffries Bul
L. Rivas Sac

125 JR. III
R. Byers Sac
B. Behar Sac
J. Schulz Ric

125 INT.
M. Garrett Pen
D. York Mon
T. Cook Bul

125 EX.
T. Zahnter Hod
P. Boydstun Suz
H. Taylor Hod

250 JR. I
K. Ratzloff Mon
L. Schulz RM
B. Yacenda AJS

250 JR. II
R. Jones CZ
S. Hartley Kaw
J. Dee Ric

250 JR. III
R. Roche Bul
D. Taylor Bul
G. Cochell Bul

250 INT.
T. Shumate CZ
D. Pessy Oss
M. Malone AJS

SCRAMBLES
Fremont Fames M.C.
Alviso, Ca.
Mar. 21, 1971

100 NOV.
Geor. Mancebo Kaw
Art Penniman Suz
Gary Childress Suz

100 JR/EX.
Owen Golway Hod

125 NOV
Rod Wartok (tie) Yam
Mike Allen (tie) Bul

175 NOV.
Steve Moulton Bul
Phil Anderson Mon

200 NOV.
Jerry Kole Bul
Ron Kole Bul
Keith Lovetro Bul

200 JR.
Jim Anthony Bul

250 NOV.
Chuck Frazier Yam
Louis Egan Bul
Don Contreras Bul

250 JR.
Rod Clark Bul
Norm McFadden Gre
Nick Nazzisi Hus

250 EX.
Jim Foley Bul
John Gennai Oss
Steve Foster Bul

350-500 JR.
Duane Spence Mon
87d Bul
Steve Byers Mai

650 NOV.
Cliff Servetti Nor
Larry Trantham BSA
Dan Porter BSA

650 JR.
Ron Talbot Tri
Roy Meade Tri
Henry Sanchez Tri

650 EX.
Bill Budde Tri
Vic Sloan Mon
Dan Hughes Tri

TEAM HARE 'N HOUND
Wendover, Nevada
March 21, 1971
By Terry Newfarmer

John Henry Oss
Lloyd Lawhon Yam
Woody Lawhon Yam

Kay Sorenson Hus
Gary Giles Bul
Tom Bacca Hod

Mike Maero Yam
Spence Swindle Hon
Doug Roberts Tri

Lee Macky Bul
Gary Mickelson Bul
Jack Bates Mai

Doug Goodard Yam
Marland Shaw Yam
George Fearn Yam

6. Dave Blaylock, John Harrelson, John Jacobson. 7. Bob Brown, Lamar Walker, Dean Calford. 8. Dave Glover, A. Krittel, Marke Nelson. 9. Drew Larsen, Harry Falwen, Mel Kimbal. 10. Doug Gilispie, Allen Meadows, Jim Bowman.

WINTER MX FINALE
Stumpjumpers M.C.
Monroe, Wash.
By Steve Hall

125 A
Rick McCaffery Sac
Brian Grusa Bul
B. Joyce Bul

125 B
Ron McNary Yam
Steve Curnett Suz
R. Canegeh Yam

250 A
Gordy Ochs Bul
Bob Cooper CZ
Steve Hall Bul
Mike Stering Yam
Bill Buchanan CZ

250 B
B. McGirk Hus
K. Williams Mai

OPEN A
Bob Mutch Hus
John Maynard Mai
Bob Budschadt Duc
Dave Hopkins Mai

OPEN B
Mike Budschadt AJS
M. McGinty Hus
G. Smith Hus

ENGLISH TRIALS
March 21, 1971
Lake Isabella, Cal.
Pac. Intnt'l. Trials Soc.

EXPERT CLASS
L.S. Leavitt Bul 35
Rich Bledsoe Bul 58
Kevin Walker Bul 58

NOVICE TRIALS
James Redenbaugh Mon 24
Tom Franklin Bul 40
Gene Felts Sar 46

AMATEUR CLASS
Ray Rehkop Oss 90
Stephen Martin Bul 94
Larry Melton Bul 95

NOV. NON-TRIALS
Don Warren Hod 45
Ron Sullivan Yam 51
Paul Aumann Bul 98

KIDS
Bob Archibald Bul 11
Kim Koskie Bul 19
Neil Belvoir Yam 23

MOTOCROSS
Azle Moto-x Park
Mar. 21, 1971
By Ken Snipes

100cc BEGINNER
Barry Bruce
Richard Reeves

125cc JR.
Micheal Crowley
Ron Williams
George Woods

250cc JR.
Jody Foust
Terry Boren
Craig Lyon

500cc JR.
Dickie Naul
Larry Piekos
Terry Brandon

125cc SR.
Jeff Kring
Kerry Whittaker
Dave Neilson

250cc SR.
Dave Musick
Anthony Jones
Joe Raechel

500cc SR.
Phil Snipes
Lars Larsson
Wyman Priddy

TT & FLAT TRACK
Trojan Speedway
South Gate, Calif.
March 26, 1971 (P)
Official
By Art Loya

100 TT
Bob Sanders Kaw
Tom Doty Hon
Rick Anderson Hon

125 TT
Dan Corbett Hon
Wayne Whisenant Kaw

250 TT
Chris Smith Mon
Allen Swett Kaw
Mike Clarke Bul

100 F.T.
Kirk Redding Kaw
Tom Doty Hon
Bob Sanders Kaw

125 F.T.
Dan Corbett Bul
Bob Sanders Kaw
John Doyon Yam

250 F.T.
Chris Smith Mon
Greg Mitchell Oss
Mike Arrambide Oss

100 TT TROPHY DASH
Bob Sanders Kaw

125 TT TROPHY DASH
Dan Corbett Bul

250 TT TROPHY DASH
Chris Smith Mon

100 FT TROPHY DASH
Kirk Redding Kaw

125 FT TROPHY DASH
Dan Corbett Bul

250 FT TROPHY DASH
Mike Hannon Bul

AMA ENDURO
Delta, Ohio
March 21, 1971

HIGH POINT
Bob Fusan
A CHAMPION
Ron Bohn
A 125
Wolfe Jackson
A 250
Jim Crawford
A OPEN
John Penton
SENIOR
John Rogers
POWDER PUFF
Connie Swander
B CHAMPION
Don Sharphorn
B 100
Jim Morgan
B 125
Dick Burleson
B200
Glen Shawver
B250
Matt Weisman
B 450
Rich Smith
B OPEN
James Smith

MOTOCROSS
Mabton Lions Club
Mabton, Wash.
March 14, 1971
By Jeanne Friestman

POWDER PUFF
Jill Gillette Kaw
Denise Harris Suz

14 & UNDER
Rod Burton Yam
Mark Harris Suz
Chris Clayton Yam
Dan Harris Suz
Mel Amon Yam

125cc CONSOLATION
Larry Miller
Scot Turner

125cc MAIN
Don McIntire Suz
Mike Tobin Yam
Dave Kennedy Yam
Jim Deviham Yam
Denny Morrow Yam

175cc
Doug Graves Yam
Bill Morrison Yam
Marty Ness Kaw
James McDonald Bul
Larry Marchant Yam

250cc
Dick Poulin Mai
David Lewis Mon
Dave Russell Mai
J. Van DerBrake Yam
Dan Desmarais Yam

OPEN
Rick Poulin Mai
Don McIntire Suz
John Risenun Yam
Ed Peele Mai

TT SCRAMBLES
Elsinore, Calif.
March 20, 1971
By Lorri Lee

MINI
D. Carlson Hod
M. Tidwell Yam
D. Miller —

P.P.
L. Byrnes Yam
D. Jones Kaw

100 NOV. NOV.
J. Elinsky Suz
M. Tidwell Yam
J. Allison Yam
D. Smith Kaw

125 UP NOV. NOV
D. Mabbott Yam
D. Slonim Bul
M. Lonfere —
T. Stewart Yam
C. Brown Yam

100 NOVICE
M. DuBont Kaw
D. Edge Kaw
D. Gassaway Suz
L. Barr —

125 NOVICE
J. Allison Yam
J. Hendry Yam
K. McArthur Yam

200 NOVICE
R. Conner Yam
A. Armstrong Yam

250 NOV. I
R. Goade Bul
S. Glende Oss
D. Junker Kaw

250 NOV. II
B. Merickle Mai
B. Bramlett Mon
J. Chestnut Oss

500 OPEN NOV.
B. Rick Mai
D. Seaver Yam
D. Templeton Hus

SPEC. NOVICE
B. Mericirle Mai
R. Goade Bul
R. Bramlett Mon

100 EXPERT
B. Hill Yam
R. Milne Kaw
C. Fruchey Kaw

250 EXPERT
C. Grizzle Bul
H. Cheetwood Bul
M. Hannon Bul

500 OPEN EXPERT
R. MacEwen Ric
D. Rich Mai

SPEC. EXPERT
M. Hannon
H. Cheetwood

SWEEPS
J. Allison Yam

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ROUGH SCRAMBLES
Rim Benders M.C.
Las Vegas, Nev.
March 14, 1971
By Don Weidknecht

OVERALL
0-125cc CLASS

Alan Brooks	Hon	1st Nov
Larry Bernal	Hod	1st Jr.
Patrick Moore	Suz	2nd Nov
Ben Rush	Kaw	3rd Nov
Joe Tersizzi	Hod	4th Nov
Rick Lippmann	Hon	5th Nov
Kevin Davis	Yam	7th Nov
Glenn Lehman	Hod	8th Nov
Jim Hessling	Hon	9th Nov
Robert Clark	Hon	10th Nov

101-125cc CLASS

Norman Kauke	Pen	1st Jr.
Casey Folks Jr.	Suz	1st Ex
Dan Humphrey	Yam	2nd Ex
J.L. Wray	Sac	2nd Jr.
Bob Vallely	Puc	1st Nov
Skip Johnson	Sac	3rd Jr.
Chuck Rush	Yam	4th Jr.
Tom Janoazzo	Yam	2nd Nov
Jeff Branson	Sach	5th Jr.
Dennis Belingheri	AE	6th Jr.
Kim Wolfe	Sac	3rd Ex
Brit Locklier	Yam	3rd Nov
Danny Davis	Sac	7th Jr.
Jim Mulcahy Jr.	Ric	4th Nov
Del Jacobsen	Sac	5th Nov

OVERALL 126-250cc CLASS

Grant Thornton	Hus	1st Jr.
George Antill	Yam	1st Ex
Frank Gould	Oss	1st Nov
Rod Ronnow	Hus	2nd Nov
Peter Buck	Mai	2nd Ex
Butch Broderdork	Yam	3rd Nov
Richard Loveday	Yam	4th Nov
Leroy Dorf	Yam	2nd Jr.
Jim Keeton	Hus	5th Nov.
Jerry Moore	Kaw	6th Nov
John Bolles	Yam	7th Nov
Dean Rush	Yam	8th Nov
Craig Bradshaw	Hus	9th Nov
Bob Felix	Yam	3rd Ex
Fred Kimmel	AJS	3rd Jr.

251-OPEN CLASS

Tom W. Scales	Hus	1st Ex
Pat Friel	Mai	1st Jr.
Dave Weston	Hus	2nd Jr.

Mike Martin	Yam	1st Nov
George Musso	Hus	2nd Nov
Robert Grahn	Hon	3rd Nov
Bill McDaniel	Mon	4th Nov
Buddy D. Yates	Hus	5th Nov
Rick Clarkson	Mai	3rd Jr.

CLUB PTS.

River Valley	9
Groundshakers	8
Rimbenders	8
Desert People	5
B.C. Dirt Riders	4
Boonie Bounders	2
FEnder Benders	1

HRA TT
Adelanto, Cal.
March 21, 1971
By Woody & Marge Schamel

100 NOV.

Craig Johnson	Kaw	T
Steve Okuda	Kaw	T
Mike Perez	Suz	

125 NOV.

Steve Young	Yam	T
Gary Kauffeld	Yam	
Steve Okuda	Yam	

250 NOV.

Gary Brugh	Yam	T
Dan Quick	Yam	
Richard Lizardo	Bul	

100 EXPERT

Richard Sweaney	Kaw	T
Bob Farmer	Kaw	T
Mike Laney	Hod	

125 EX.

Ed Mitchell	Yam	
Bob Farmer	Kaw	
Dennis Briggs	Kaw	

250 EX

Steve Mud	Bul	
Tom White	Bul	
Ed Mitchell	Yam	

OPEN EX.

Butch Landguth	Tri	
Chris Mud	Mon	
George Gilespie	Yam	

SPECIAL EX.

Ed Mitchell	Yam	
Tom White	Bul	
Dan White	Bul	

TT SCRAMBLES
Sprockets M.C.
Bakersfield, Cal.
Mar. 21, 1971
By Jack Light

50cc NOV/AM.

Kirby Shropshire	Suz
Kirk Lessley	Yam
Mike Leming	Yam

POWDER PUFF

Pam Bales	Ric
Elaine Smith	Yam
Brenda Smith	Yam

100 NOV.

John Gregory	Kaw
Bill Johnson	Suz
Ken Parker	Kaw

100 AM.

Greg Henson	Kaw
Don Andreatta	Hod
Dan Trimmer	Suz

125 NOV.

John Hargrove	Yam
Eric Gifford	Yam
Mike Lessley	Kaw

125 AM.

Ryan Gifford	Yam
Ric Armitage	Yam
Bruce Baseman	Bul

125 EX.

Kyle Lessley	Yam
Joe Roseberry	Kaw
Darrell Smith	Yam

200 NOV.

Stan Sanderson	Bri
Steve Gray	Kaw
Dick Frost	Bul

200 AM.

Art Carter	Bul
Jerry Williamson	Bul
Gary Walker	Bul

250 NOV.

Mike Arrambike	Oss
Tom Shumard	AJS
Eugene Smith	Oss

250 AM.

Tom Francisco	Mon
Dennis Lyons	Bul
Dick Hill	Mon

250 EX.

Ron Tobey	Yam
Jim Keener	Bul
Tracy Bright	Bul

350 NOV/AM.

Art Swortfinger	Hon
Stephen Mori	Hon
David Karschner	Hon

500 NOV.

Rick Mears	Hus
Ron Ely	Mai
Wayne Westley	BSA

500 AM.

Earl Bachant	Bul
Yerry West	Mon
Dan Colby	Suz

500 EX.

Jim Keener	Yam
Jeff Johnson	Suz
Rick Blake	Kaw

OPEN NOV/AM.

Ray Comer	Tri
Willie Hockie	Tri
Dave Miller	Tri

OPEN EXPERT

Rick Newby	Tri
Carroll Jackson	Tri
Jim Lynch	Tri

WINTER SCRAMBLES CHAMPIONSHIP
Woodland, Wash.
March 21, 1971
By N.A. Williams

100cc TROPHY DASH

Bill Ehrens	Kaw

A MAIN

Don Dodge	Kaw
Bill Oliver	Suz
Duane Hendrickson	Kaw

B MAIN

Jim Curtis (forfeit)	Kaw
Don Smith	Suz
Koler Kanistanux	Kaw

C MAIN

Darrell Hendrickson	Kaw
Dan Sullivan	H-D

D MAIN

Gary Fisher	Kaw

200cc TROPHY DASH

Jim Curtis	Bul

A MAIN

Jim Curtis	Bul
Jim Herschback	Suz
Rex Rigby	Kaw

200cc B MAIN

Duane Hendrickson	Kaw
Charlie Brown	Yam
Bernie Wheeler	Yam

C MAIN

Harry Pollman	Bri
Mark Noren	Yam

D MAIN

Gerry Gilles(forfeit)	Kaw

250cc TROPHY DASH

Bill Cook	Mai

A MAIN

Bill Cook	Mai
Ike Reed	Mai
Gary Kapus	Kaw

B MAIN

Randy Skiver(forfeit)	Hon
Ron Olsen	Kaw
Joe Lever	CZ

C MAIN

Mike Thompson (forfeit)	Yam
Dave Parks	Bul

D MAIN

Mikey Pheiffer	Kaw

360cc TROPHY DASH

Gary Kapus	Kaw

A MAIN

Gary Kapus	Kaw
Ike Reed	Mai
Jim Herschbeck	Suz

B MAIN

Larry Mascottee	Mai
Richard Cox	CZ
Mike Thompson	Yam

C MAIN

Larry Fotheringill (forfeit)	Yam
Joe Lever	CZ

D MAIN

Bob Wright	Bul

OPEN CLASS TROPHY DASH

Keith Dunn	Hon

A MAIN

Keith Dunn	Hon
Ray Crawford	Suz
Bill Oliver	Suz

B MAIN

Bill Noble	Hon
John Foeckler	Suz
Milt Freedley	Tri

TT SCRAMBLES
Perris, Calif.
Mar. 28, 1971 (P)
By Elaine Jones

MINI BIKE A

Tim McWhorter	Yam
Debbie McGregor	Yam

MINI BIKE B

Robert Friese	Hon
Charles Shipley	
Chris Robinson	

MINI BIKE C

Bobby Graham	Yam
Dorothy Frost	Mar
Bobby Greenstreet	

MINI BIKE D

Andrew Foster	Hon
David Jones	Hon
Jerry Miner	Hon

50cc

Jeff Sexton	Yam
Joe Monohan	Suz
Rob Sexton	Yam

100cc NOV. I

John Karnes	H-D
Craig Johnson	Kaw
Robert Thompson	Kaw

100cc NOV. II

Vic Hensley	Yam
Jeff Coleman	Kaw
Marc Jones	Hod

100cc A/E

Jeff Sexton	Kaw
Frank Novotny	Kaw
Tom Jarnagon	Kaw

125 NOV.

Mike Moon	Yam
Dusty Mudd	Yam
B.J. Hayden	Yam

125 NOV.

Randy Monroe	Kaw
Rex Hailey	Bul
Norman Blake	Yam

125 A/E

Paul Lambert	Yam
Kay Kanaki	Yam
James Johnson	Yam

250 NOV.

Tom Stanford	Bul
Jess James Jr.	Mon
Stew Cox	Bul

175/200

Jamey Blunt	Oss
Mike Moon	Yam
Dick Jenkins	Bul

250 NOV.

Toby Stanford	
W.F. Hisey	Yam
Terry Traver	Bul

250 AM.

Larry Gino	Bul
Jamey Blunt	Oss
Frank Eggars	Yam

250 EX.

Gary Scott	Bul
Doug Mason	Bul
Steve Mudd	Bul

350 NOV.

John Carmello	Yam
Sid Whitson	H-D
Terry Traver	Yam

NOV. MOTO

Taylor Sisco	Mai
Eddy Hudson	Bul
Ed Nauman	Yam

AM/MOTO

Gary Tanner	Mai
Bob Greenstreet	Tri
Bill Traver	Mon

EX. MOTO

Steve Mudd	Suz
Sandy Armstrong	Tri
Larry Gino	H-D

BEGINNERS M-X
Bay Mare, Simi, Cal.
Sat., Mar. 27, 1971

125 DIV. I JR.

Chas. Mott	Pen
Brett Chapman	Yam
Tim Jones	Yam

125 DIV. II

Tom Cook	Bul
Robert Forfier	DKW
Larry Burgess	DKW

125 DIV. I – 5 races

Steve Merkel	Pen
Ronnie Fosmo	Yam
Brad Blair	Bul

125 DIV. II – 5

Carl Mortensen	Bul
Steve Rawson	Yam
Dennis Houle	Pen

125 DIV. I NO-RACES

Craig Stoddard	Bul
John Ellis	DKW
Mark Williams	Yam

125 DIV. II NO-RACES

Bob Rogers	DKW
Johnny Brown	Ric
Barry Holoyich	Yam

100 DIV. I JR.

K. Smith	Ric
Leonard Liston	Hod
Tom Pinnerie	Hod

100 DIV. II JR.

Dan LaPorte	Ric
Jim Gappa	Hod
Paul Frenage	Hod

100 5 OR LESS I

Greg Blackwell	Pen
Jim Hardesty	Suz
John Fenton	Hon

100 5 OR LESS II

Bruce Guenot	Hod
Mike Flocks	–
Kevin Krampe	–

100 DIV. I N-R

Mickey Glockner(tie)	Hon
Scott Ferko (tie)	Hon
Bruce Baca	Hod

100 DIV. II N-R

Ray Soffa	Bul
Rick Matson	Kaw
Steve Davison	Ric

SUNDAY, Mar. 28, 1971
250 DIV. I JR.

Steve Oliver	CZ
Mithcell Leonard	CZ
Steve Merkel	Suz

250 DIV. II JR.

Craig Humber	CZ
Dan Armstrong	Yam
Randy Rodriguez	CZ

50 OR LESS DIV. I 250cc

Pete Penland	Mai
Gary Nelson	Hus
David Czerwinski	Mai

DIV. 2 5 OR LESS

Dean Preston	Hus
Jim Bailer	CZ
Mike Escarega	Yam

250 DIV. I N-R

Bob Coavette	Bul
Greg Oesch	Bul
Jim Neustice	CZ

DIV. II N-R 250

Dennis Caspapy	Yam
Larry Martin	–
Jerry Gregorio	Yam

250 DIV. III N-R

Chris Modice	Gre
Toby Taki	Mon
Geo. Renfro	Ont

OPEN JR.

Mike Renno	Hus
Gene Romson	Mai
Lynn Lesage	Hus

OPEN 5 OR LESS

Jim Chandler	Suz
Ralph Dominguez	CZ
Ron Haase	Mai

OPEN N-R

Phillip Everly	Bul
Chug Banco	BSA
Gary Garland	Hus

MOTOCROSS
Indian Dunes
March 20-21, 1971
By John Grout

100cc JR.

J. Hardesty	Suz
B. Harrison	Hod
E. Kritz	H-D

100cc JR. DIV. A

B. Schwartz	Suz
J. Toutant	Hod
W. Bird	Yam

125cc JR. DIV. I

J. Jordan	CZ
M. Johnston	Yam
R. Neeley	Yam

125cc JR. DIV. II

J. Felt	Puc
T. Kirkpatrick	Yam

125cc JR.

R. Scott	Yam
T. Claire	Yam
T. Spichtig	Yam

250cc JR. DIV. I

J. Davis	Mon
J. Davenport	Oss
D. Preston	Hus

250cc JR. DIV. II

B. Stanley	CZ
L. Cushaway	CZ
D. Spaethe	CZ

250cc JR.

S. Merkle	Suz
C. Brewster	Hus
P. Taylor	Mai

OPEN JR.

R. Acevedo	Kaw
R. Mendolia	Yam
U. Hirsch	Hus

OPEN JR. DIV. A

B. Kane	Hus
R. Dally	Mai
T. Kelsey	CZ

POWDER PUFF

J. Pennington	Yam
C. Stockton	Bul
C. Higgins	DKW

OLD TIMERS 0-175cc

E. Poore	Bul
J. O'Leary	Yam
E. Knox	Bul

250cc

N. McLeod	Hus
C. Casanova	Yam
J. Harris	Oss

100cc JR. DIV. A

D. LaPorte	Ric
D. Sanchez	Hod
S. Pinneri	Hod

100cc JR. DIV. B

J. McDonald	Kaw
B. Schwartz	Suz
L. Fedora	H-D

125cc JR. DIV. A

T. Claire	Yam
P. Flynn	Yam
G. Ferris	Yam

125cc JR. DIV. B

S. Frisby	DKW
M. Pennington	DKW
J. Basswint	DKW

125cc SR.

J. Wright	Ric
L. Shoemaker	Yam
E. Cole	Ric

250cc JR. DIV. A

M. Cook	Bul
K. Myers	Bul
L. Cushaway	CZ

250 JR. DIV. B

S. Kohler	Mon
M. Leonard	CZ
E. Robertson	Yam

250 SR.

B. Clements	Hus
J. Maroney	Ric
R. Benites	Hus

OPEN JR.

J. Robertson	Suz
D. Deinhard	Hus
R. Mendolia	Yam

DISTRICT 36 SPORTS CALENDAR Continued

JULY

2–	Scrambles	Lodi MC	Lodi
	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo
3–	Short Track	Valley MC	Chico
3-4-5–	Campout-Tour	San Jose Kings & Queens SRRA	Long Barn
4–	Short Track	Nevada Trl. MC	Reno, Nev.
5–	20 Mile National	Barkhimer Associates	San Jose
9–	Scrambles	Lodi MC	Lodi
	Scrambles	American Canyon MC	Vallejo
	Short Track	Eastside MC	Alviso
10–	Scrambles	Hayward MC	Hayward
	Scrambles	Shasta MC	Redding
	Short Track	Valley MC	Chico
10-11–	Campout-Poker Run	Tahoe MC	Lake Tahoe
11–	Poker Run	Stockton Scramblers VC	Stockton
	Scrambles	Palo Alto MC	Palo Alto
	Motocross	Cal-Am MC	Sacramento
	Hill Climb	Campbell MC	Carnegie
16–	Scrambles	Lodi MC	Lodi
	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
17–	Scrambles	Hayward MC	Hayward Speedway
	Short Track	Valley MC	Chico
****17-18–			
	Hoot Owl P.R.	Stockton MC VC	Stockton
18–	Poker Run	Navy City MC SRRA	Vallejo
	Scrambles	South County MC	Hollister
	Scrambles	Oakland MC	Pittsburg
23–	Scrambles	Lodi MC	Lodi Cycle Bowl
	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	Eastside MC	Alviso
24–	Scrambles	Hayward MC	Hayward Speedway
	Scrambles	Shasta MC	Redding
	Short Track	Valley MC	Chico
24-25–	Campout	Reno Ramblers MC SRRA	Reno, Nev.
25–	Scrambles	Hi Hats MC	Concord
	Scrambles	Campbell MC	Cycle Hills
	Short Track	Palo Alto MC	Palo Alto
30–	Scrambles	Lodi MC	Lodi Cycle Bowl
	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
31–	Scrambles	Hayward MC	Hayward Speedway
	Short Track	Valley MC	Chico

AUGUST

1–	Poker Run	Wedded Wheels MC	Pleasant Hills
	Scrambles	South County MC	Hollister
	Motocross	Cal-Am MC	Sacramento
F	Flat Track	Wanderlust MC	Antioch Fair
2–	Short Track	West Side Eagles MC	Turlock Fair
6–	Scrambles	Lodi MC	Lodi Cycle Bowl
	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	Eastside MC	Alviso
7–	Scrambles	Hayward MC	Hayward Speedway
	Scrambles	Shasta MC	Redding
	Short Track	North Bay MC	Santa Rosa
****7-8–			
	Tour-Rally	San Jose Dons MC SRRA	Soda Springs
8–	Scrambles	Los Gatos MC	Cycle Hills
13–	Scrambles	Lodi MC	Lodi Cycle Bowl
	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
14–	Scrambles	Hayward MC	Hayward Speedway
	Short Track	West Side Eagles MC	Turlock
	Short Track	Valley MC	Chico
15–	Poker Run	Mamas & Papas MC VC	Fremont
	Poker Run	North Bay MC	Santa Rosa
	Scrambles	Richmond Ramblers MC	Pt. Richmond
	Scrambles	Palo Alto MC	Palo Alto
20–	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	Eastside MC	Alviso
21–	Scrambles	Shasta MC	Redding
	Short Track	West Side Eagles MC	Turlock
	Short Track	Valley MC	Chico
22–	Poker Run	Marin Road Riders SRRA	San Rafael
	Poker Run Dbl. Pt.	Stockton MC VC	Alpine
	Scrambles	Salinas Ramblers MC	Salinas
	Motocross	Tahoe MC	South Lake Tahoe
27–	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
28–	Scrambles	Shasta MC	Redding
	Short Track	West Side Eagles MC	Turlock
	Scrambles	Hayward MC	Hayward Speedway
	Short Track	Valley MC	Chico
29–	Campout-Tour	Mt. View Rams SRRA	Mountain View
	Scrambles	Palo Alto MC	Palo Alto
	Scrambles	Lodi MC	Lodi Cycle Bowl
	Hill Climb	San Jose Hillclimbers	Cycle Hills

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MOTOCROSS
Holliser, Cal.
March 14, 1971

125 JR.

Jeff Higgins	Bul
Dick Hack	–
Rocky Pocoak	Yam

250 JR.

Bob Williams	–
Rex Brown	–
Daniel Pontier	Oss

OPEN JR.

Robert Williams	Hus
Marty Nvon	–
Stan Blackburn	Hus

125 SR.

Ron Huffman	Ric
Bill Grossi	DKW
Jerry Johnson	Sac

125 INTER.

Bruce Kelly	Bon
Greg Higgins	Yam

250 SR.

Ron Self	CZ
Larry Batistoni	CZ
Rich McGready	Hus

250 INTER.

C. Carter	Mai
M. Towne	CZ
D. Franco	Yam

OPEN SR.

Bob Bowers	Hus
L. Batistoni	CZ
R. Self	CZ

OPEN INTER.

Daryl Hall	Hus
D. Malley	CZ
D. Cook	Mai

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calendar

(Continued from page 6)

FRIDAY, APR. 16

TT/FT, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SATURDAY, APR. 17

SCRAMBLES, Hustlers, ½-Mile S. of I-80 on Old Davis Rd., Davis, Ca. $2 post, $.50 gate. 11 p.m. 916/756-8200.

SAT. & SUN., APR. 17-18

G.P., Viewfinders, Indian Dunes Pk., Valencia, Ca. $6.50 limited mail (3/1-3/31), $2 gate, $1 jrs. D-37 pts. 7439 Craner Av., Sun Valley, Ca. 91352. 805/259-8000.

RD. RACE, Westwood M/C Racing Assn. 20 mi. E. of Vancouver, B.C. on Hwy 401. 604/321-3163, 879-5211.

SUNDAY, APR. 18

MX, Humboldt Hustlers, Garberville MX Pk., 8 mi. S. of G-ville at KOA Camp. 11 a.m. $2 post/gate. 707/923-2529, 923-2615.

ACA MX/RR, Carlsbad, Ca. Mail $6 MX, $8 RR (extra class/bike $1) 4/16, post $10 MX, $15 RR, $2.50 gate. 10:30 a.m. 714/774-3222.

PNTA TRIALS, Can-Am Challenge, Seafair City, Seattle, Wash. Box 131, Weston, Ore., 97886.

SPORT SCRAM., Ore. Sidewinders, Lawnfield Rd., near Clackamas, Ore. 1 p.m. 503/659-1022.

ACA TT/FT, South Bay Speedway, San Diego, Ca. $5 post (250/Open), $3 post (125). License req. 714/774-3222.

TT, Experts, Dehesa, Ca. D-38 pts. AMA/Spts Committee cards.

CMC MX, Saddleback Pk., Irvine, Ca. $5 mail (4/13), $10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

SCRAMBLES, Mt. St. Helens, Castle Rock, Wash. Info: 206/274-6881.

INDOOR ST, WSRA, Washoe Co. Fairgnds, Reno, Nev. 1 p.m. $3 post. No big knobs. 702/323-6055.

MX, Daroga Park, on Hwy 151, 6 mi. N. of Orondo, Wash. 11 a.m.

MX, Bay Mare Park, near Moorpark, Ca. $5 mail (4/15), $7 post. $2 gate. 805/529-1872, 213/883-8811.

MINIS, AMRA, Indian Dunes, Velancia, Ca. Info: 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 a.m. $2 post ($2.50 post non-members), $2 gate.

MX, MRA, Carnegie Cycle Pk., Livermore, Ca. 9 a.m. $5 mail, $7.50 post. All cards. Box 1786, Los Gatos, Ca. 408/353-1570.

EURO. SCRAM., SRA. Lime: 5 mi. N. of Adelanto, Cal., on Hwy 395. 9 a.m. Nov. only. 714/735-4641, 213/370-8234.

ATA TRIALS, I-5 to Frazier Pk. exit, Gorman, Ca. Limed. 10 a.m. Spk. arresters/mufflers req. 213/660-1152, 780-9538.

MX, Valley, 14 mi. S. of Chico, Ca., on 99E & Gage Shippee Rd. $2 ride/watch. Noon. Info: 916/342-9302.

MX, Bishop, 4 mi. W. of Bishop, Ca. on Line St. $3 mail (4/11), $10 post. 9:30 a.m. 714/873-5194, 873-4746.

TT, Mile High, Salughterhouse Gulch Raceway, Prescott, Ariz. Noon. $2.50 per bike, $1 gate. 602/445-0022, 445-0315.

CMC MX, North, Oak Tree Track, Hollister, Ca. $5 mail (4/14), no post. 9:15 a.m. Box 1451, Santa Cruz, Ca. 95060.

CMC MX, Central, Dunlap Cycle Park, Fresno, Cal. 9:45 a.m. $5 post only. All classes.

MX, MRA, Medford, Ore. Noon. $2.50 per bike, $2.50 pits, $1 gate. 3 AMA No. plates.

THURSDAY, APR. 22

CMC MX, Ascot Park, Gardena, Ca. $5 mail (4/17), $10 post. Box 1402, Costa Mesa, Ca., 92626. 213/323-9710.

FRIDAY, APR. 23

TT/FT, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SATURDAY, APR. 24

½-MILE, m/c & cars, Almeda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 p.m. $2.50 gate. 713/529-3105.

SUNDAY, APR. 25

ACA TT/FT, South Bay Speedway, San Diego, Ca. $5 post (250/Open), $3 (125). License req. 714/774-3222.

CMC MX, Carlsbad, Ca. $5 mail (4/20), $10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

ACA MX, Saddleback Pk., Irvine, Ca. $3 mail (extra class/bike $1), $10 post. 10:30 a.m. ACA plates req. 714/774-3222.

DURO, Pathfinders, 5 mi. N. of Oakhurst, Ca. on Hwy 41. Mail $5 limited, $8 if post. $3 team (3). 9:01 a.m. 61 E. Swift, Fresno, Ca. 93705.

DURO, Polka Dots, lime: Forest Hill, Ca. Entry limit 750 (2/22-4/1). 916/991-4882, 967-9249.

MX, Bay Mare Cycle Assn., Bay Mare Pk., near Moorpark, Ca. $3 mail (4/21) $5 post. 9:30 a.m. 13902 Hamlin St., Van Nuys, Ca. 91401.

MINIS H&H, MBERA, Soggy Dry Lake, 20 mi. E. of Lucerne Valley, Ca. $5 mail, Box 2241, Cypress, Ca. 714/828-3790.

THURSDAY, APR. 29

CMC MX, Ascot Park, Gardena, Ca. $5 mail (4/24), $10 post. Box 1402, Costa Mesa, Ca., 92626. 213/323-9710.

FRIDAY, APR. 30

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. $2.50 adults, $1.50 (12-16), $.50 (7-11), 213/793-3927.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

TT/FLAT TRACK, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SAT. & SUN., MAY 1-2

PONDEROSA HARE SCRAM., Greyhounds, 15 mi. E. of Lancaster, Ca., on Ave. J. 10 a.m. Info: 213/367-2907.

SUNDAY, MAY 2

MX, Bay Mare Park, near Moorpark, Ca. $5 mail (4/29), $7 post. $2 gate. 805/529-1872, 213/883-8811.

MINIS, AMRA, Indian Dunes, Valencia, Ca. Info: 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. $2 post ($2.50 non-members), $2 gate. 10 a.m.

TT/FT, 50-lapper, Trojan Speedway, South Gate, Ca. 3 p.m. $5 post for 50-laps. Info: 213/862-0229.

SAND SCRAM., Indian Dunes, Valencia, Ca. $5 post. No gate for riders. Info: 805/259-8000.

CMC MX, Osteen Park. Pomona, Ca. $5 mail (4/27), $10 post. 10 a.m. Box 1402, Costa Mesa, Ca., 92626.

TT, Hi Boots, Dehesa, Ca. D-38 pts. AMA/Spts Committee cards.

SCRAMBLES, Mt. St. Helens, Castle Rock, Wash. Info: 206/274-6881.

ACA RR, Willow Springs, Ca. $8 mail (extra class/bike $1) 4/30, $15 post. 10:30 a.m. 714/774-3222.

INDOOR ST, WSRA, Washoe Co. Fairgnds, Reno, Nev. 1 p.m. No big knobs. 702/323-6055.

TEAM MX, Daroga Pk, on Hwy 151 6 mi. N. of Orondo, Wash. 10 a.m. 3 one-hr. motos.

CLIMB, Owyhee, Boise, Id. $1.50 gate. 2 p.m. Box 733, Boise, Idaho, 83701.

IESRA Scramble

By Jeanne Friestman

KIONA, WASH., March 7, 1971 — Spectators watched in awe as the pack headed out of sight with much sand, sage and hoop-dee-doos awaiting them in the Hill & Gully Hare Scrambles. Described as a giant, rough moto-x the course covered six and a half miles and got underway at noon. Skip Springer on a Yam. took the lead with Jack Phillips, Husky and Mark Bauder, Maico as close behind as a shadow. All were on 250 machines. Three and four checks manned each of the two checks and they stayed busy! Averaging thirteen min. a lap for the entire race, the field of 97 ran one after the other in a steady stream. By the time the race was half over, Dennis Schussman riding a little 125cc Suzuki had the lead and Bob Kopp on a 400 Maico was in second.

Having left his choke on by mistake at the start of the race, moto-x star Rick Poulin got off to a bad start. His strong efforts to make up time put him among the leaders, but never any higher than sixth overall, third 250.

Laps six through ten showed no change in position among the first six bikes, but a dark cloud hung over Friestman as he watched the action from the edge of the trail with chain trouble. Forced to retire, Bill Morrison on a Yamaha, No. 12, took the spot on top in the 175's. Two laps later it was Bill's turn for misfortune when a crash played havoc with his handlebars. A quick wire-up job enabled him to finish.

At the finish, it was Schussman and the Suzuki with a one minute lead over Kopp. Throughout the day, Dennis Schussman was a mystery to most, and everyone asked, "Who's the guy on the little Suzuki?" He put on quite a show and those who finished after him were surprised at his lead. You need only watch, to know it's a silly question, "How can a little bike beat the big bore guys?" The entire ten laps were over for the front runners in just two hours. This was an I.E.S.R.A. (Inland Empire Sport Riders Association) points event.

(Results on page 22)

Lars Larson Finds Texas Tough

By Ken Snipes

AZLE MOTOCROSS PARK, Tex., Mar. 21, 1971 — Texas motocross is growing up! Lars Larson, Swedish star of motocross, lately turned Californian, came to the Azle Moto park as a representative of Torsten Hallman Racing Inc. He entered the 500cc Sr. event, no doubt expected an easy victory and surprise! He not only found the competition to be tough, he found it to be too tough and was forced to content himself with second place. It happened like this:

In the first moto Phil Snipes jumped into the lead with Wyman Priddy right behind. A fierce wheel-to-wheel battle developed between them and enthusiasm carried them far ahead of the pack. Lars Larsson was a distant third. On the second lap Snipes lost his gas cap and while trying to prevent the spraying gas from drenching him, he let Priddy get by, so the finish was Priddy, Snipes, Larsson.

In the second round Snipes again took the lead, but fell off enabling Priddy and Larsson to get around. Larsson led for a bit but then Mike Johnson charged from the back of the pack and passed everybody. The round finished with Johnson first, Lars second and Terrell third. A bit of trouble put Priddy back to fifth, behind Snipes.

Now there was a three way tie among Priddy, Snipes and Larsson for first place on points. In the third round Snipes again jumped out in front doing battle with Priddy, but this time it was Priddy who fell and Snipes had a fairly easy victory. Larsson was again third. Points wise, the final result was Snipes, first; Larsson, second; Priddy, third.

A full complement of races for smaller bikes and less experienced riders rounded out the very enjoyable day.

(Results on page 22)

TROPHY PICK UP

MARCH 23, 1971
SCRAMBLERS M.C. — Trophies for moto-x at Saddleback Park, Dec. 27, 1970 may be picked up at 7439 Baird, Reseda, Cal. 91335 or call (213) 342-4231.

THURSDAY, MAR. 25 or THURS., APRIL 1
Trophies for the San Gabriel Valley Motorcycle Club, February 14 moto-x may be picked up at the club meeting hall, 5443 N. Peck Rd., El Monte, at 8:00 p.m. on Thursday, March 25 or Thursday, April 1.

FROM NOW UNTIL MAY 1, 1971
Trophies for Bushmasters European Scrambles of 12-13-70 can be picked up now and until May 1st at Burt Lancasters Suzuki, 907 E. Ramsey St., Banning Ca. 92220. Closed on Wednesdays.

Matterhorn Hillclimb
April 11th
at
Saddleback Park
(714) 639-5832

american cycle association presents
ROAD RACE
April 4 — Willow Springs
CHALLENGER
April 18 — Carlsbad Raceway
MOTOCROSS
April 18 — Carlsbad Raceway
April 25 — Saddleback Park
HALF MILE & TT
April 18 — Southbay Speedway
April 25 — Southbay Speedway
For further info. see calendar or phone ACA office 10-6 M-F
(714) 774-3ACA
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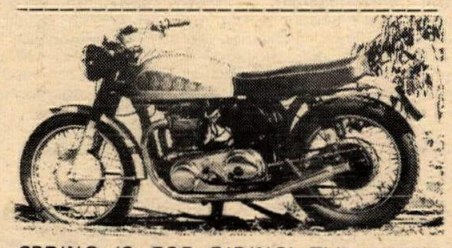

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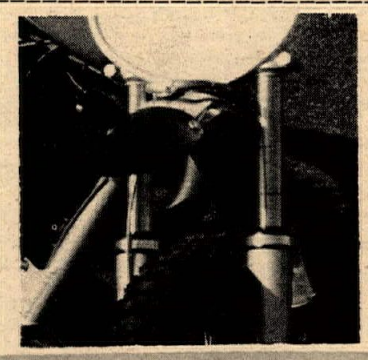

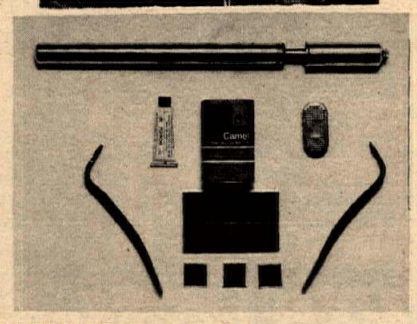

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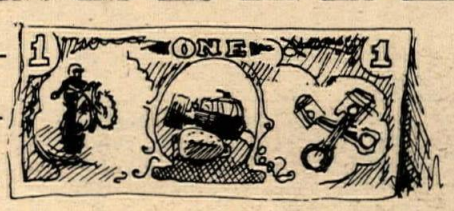

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Deadline for Want Ads is Friday noon for following Wednesday publication.

Clark Wins Baja 100 On Baja 1000

HORISCOPE
Keen Rice Lawwill Grant Romero to Sehl Mann a White Stone Wirth Little Fortune.

SMOKY ORDINARY, VA., April 1, 1977 — In a special meeting of the American Motorsickle Association held today, President Richard Fixenit called the recent study by the National Safety Council "Pure hogwash."

The study, which revealed that the National Noise level for motorcycles is no longer needed since everyone is clinically deaf, was released through a government agency last week and hasn't been heard since.

Asked to elaborate more on the comment, Fixenit replied, "Huh?"

WORTH ITS WEIGHT IN GOLD

Can't keep the front end down? Maybe its an oil leak? Now 'bout that front tire, is it balanced? Well, if it's in the middle of the Mojave or in the middle of your living room, you can fix it faster than hailing a cab with CYCLE NEWS' all-new stickies. Yessir, these babies are made out of that neat space-age material, plastic, and come to you, at no extra cost, with some sticky ssuff readily available on the back, just like our astronauts on the moon would have used if they fell down and cut their fingers! Now they can be yours for a nominal fee (to cover postage, handling, quality control, coffee breaks, and rip-offs in the mail room) and, ladies, they come in a decorator color. Specify size (big, lit and design.

SNAP!

SPECIAL PSYCHO NUDES BUFFALO BREATH, HOT SHOE PORN TEST

1. Buffalo Breath is what color and size?

2. (True or false) Hot Shoe Porn is a slightly modified Ferrari?

3. What bike did Bob Ferro use to win which race?

4. Ted Moore is a euphemism for MED-International (true or false)?

5. What country took the team trophy at the ISDT?

6. What country made them give it back?

7. How many medals did the U.S. take at the ISDT?

8. How many medals did Guatemala take from Buffalo Breath?

9. Hot Shoe Porn is a euphemism for (A) Edison Dye (B) Stu Peters (C) None of the above.

10. How many pages are in the North section?

11. Hot Shoe Porn is a subsidiary of the Purex Corportion (True or False)?

12. Who promoted the world's first upstairs Motocross?

13. (True or False) Bob Bailey has "special needs."

14. (True or False) Frank Cooper has a valuable collection of Buffalo Breath in mason jars.

15. Where was this week's CMC event?

16. What is the brand of the most respected Japanese vibrator, available only from Hot Shoe Pron?

17. What was Ron Schneiders' article about this week?

18. AMRMBA is an anagram for what popular fruit?

19. Hot Shoe Porn and Buffalo Breath are both Communist conspiracies and should be registered with the Bureau of Land Management. (Yes or No or Maybe).

HOT & COLD NEWS FLASHES

(for people who get sick over news)

MO-PED BRAKES 600 MPH BARRIER

CANNON BALL, N. DAK., April 1, 1972 — N.J. Strebor, victorious rider during rhe past several Barstow-to-Vegas runs, has announced today that he plans on winning the annual event again this year.

"I plan on winning the Annual Barstow-to-Vegas run again this year," Strebor said in an exclusive interview with Psycho Nudes today. "I've won it three years in a row so I'd like to do it again."

When asked why he is going to attempt to win this year's Barstow-to-Vegas run, N.J. replied, "Because I've won it three years in a row and would like to do it again."

N.J. Strebor, who has won the Annual Barstow-to-Vegas run for the past three years, thinks of himself as the man to beat this year.

When contacted, Strebor's Hunkavarnish factory sponsors supported Strebor's feeling. "We believe N.J. Strebor has a very strong chance at winning this year's prestigious Barstow-to-Vegas run." Their reasoning is simple. "He has won the event three years in a row and would like very much to do it again."

Strebor, who rides a factory sponsored Hunky from the Hunky factory, made his prediction today before riding this year's Barstow-to-Vegas run, an event he has won three years in a row. Said Strebor, "My Hunky will win again," to which the factory sponsors commented, "Huh?"

Ed: Insert Headlines here before you go to Lunch.

LONDON, ENGLAND, April 1, 1974 — Judge Ben Akwitted of Hetch Hetchy, California, today dismissed 236 defendents accussed of using "excessive speed" on the salt flats near Bonneville, Utah, last fall. Judge Akwitted's ruling was based primarily upon the fact that Bonneville, Utah, is out of his jurisdiction.

When asked his reaction for being thrown out of court, one defendent said, "Huh?".

CALIFORNIA, MICH., April 1, 1976 — Moreland Forrest, regional director for the BLM, today announced a change in policy in controlling the use of desert lands by off-road vehicles. "The solution was obvious all along; I don't know why we haven't thought of it before."

His solution: "Pave the whole damn thing and let the Highway Patrol take care of it."

Winner of the Psycho Nudes "Cover It All Up and Do Some Tricks Contest" (which was run in conjunction with the National Let-A-Horse-Pass-You-Week), Stan Erekt, shows his winning form in this photo layout.

"What appears to be a kick-stand is actually a twig."

"This takes confidence in you bike."

"You got to let the machine know who's boss."

Hotshoes warm the sole.

When it comes to kick starters, really put your foot down.

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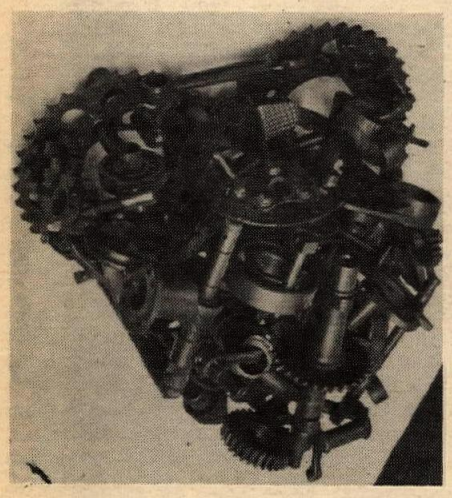
The Home Wreckshop! yes!

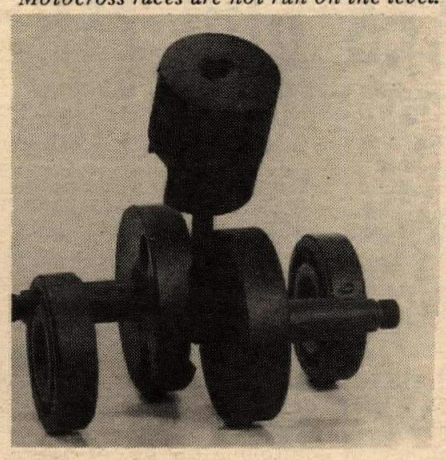
By Rod Breaker

Ever wonder what to do with all those pieces and parts that bend so neat when you get out the old hammer to work on your scoot? Here's what I do...weld them together in wonderful globs that work great for door stops, flower pots and paper weights.

Motocross races are not run on the level.

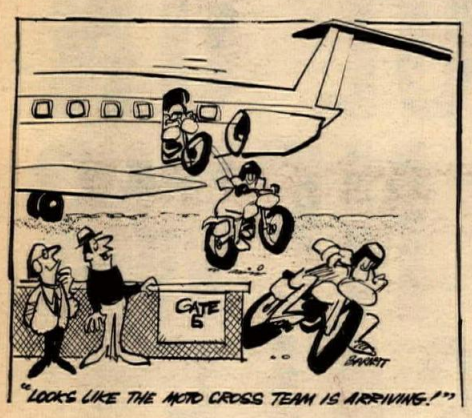
MESH-MASH composed of three clutch hubs and a flywheel base. Kinda reminds me of a Bonneville with the timing cover off.



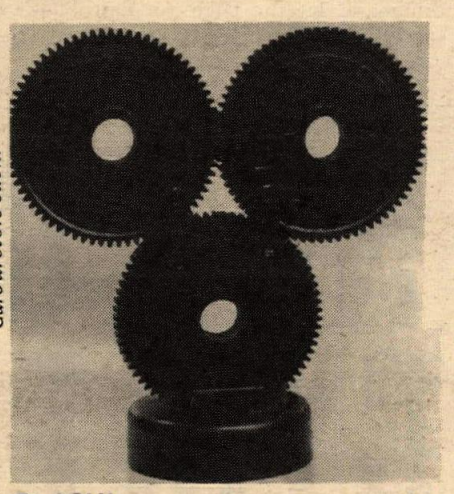


QUALITY CONTROL — my masterpiece, stil unfinished, will eventually be chromed anc set outside the door of my home to frighter away malevolent birds and bill collectors.

HOLIER THAN THOU is an offset crank and piston out of my old economy run machine. Almost had it weaned down to 100 mpg. Not too bad for a 400cc 2-stroke.

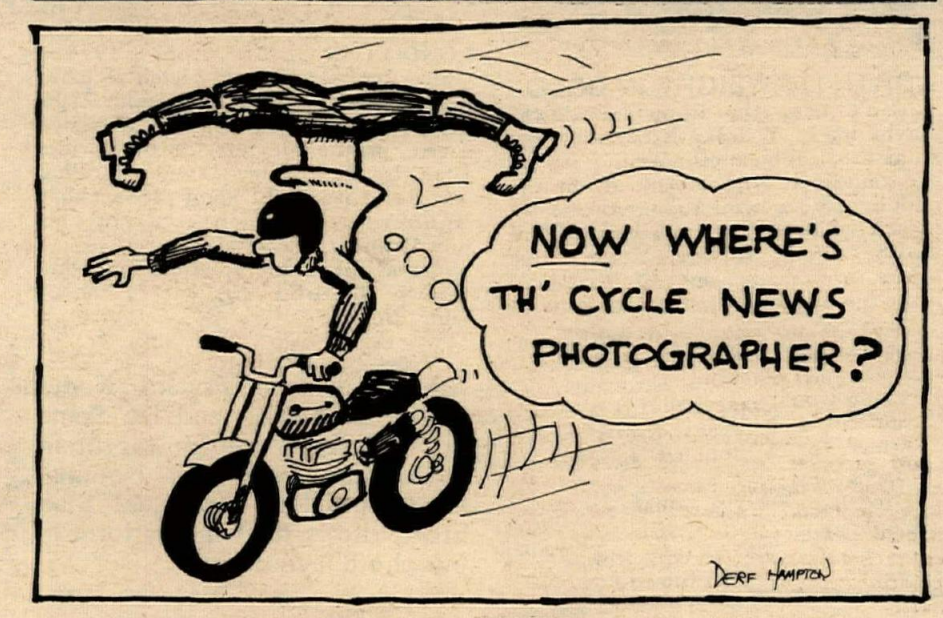


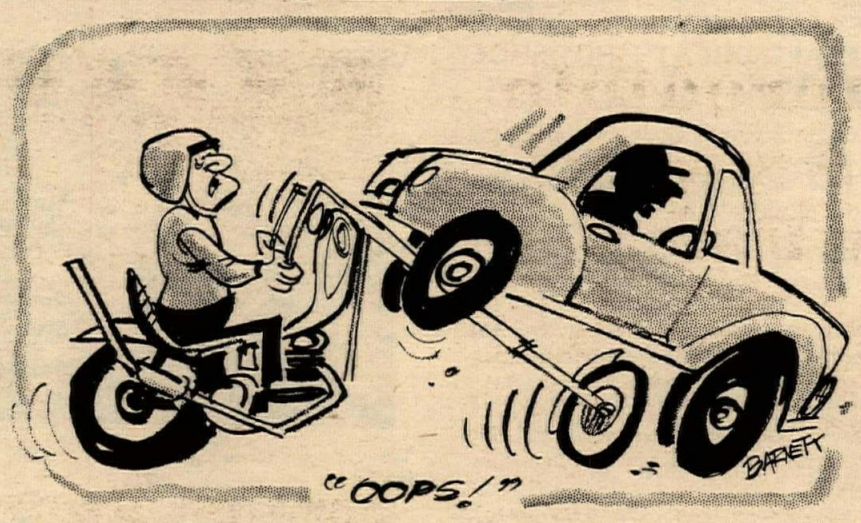
Carburetors suck.



FLASH!

A late-night fire completely gutted the left- and center-section bleachers of Escort Park just after presstime. Firemen estimated the damage to the popular motorcycle stadium as "extensive, clearly in excess of 40 dollars."





B.O.R.E. from the Capitol

Which of the following are April Fool Day gags?

AF 321: Prohibits inhumane treatment of animals including the placing of metal objects in the mouth of a horse. Also prohibits the use of collars, saddles, cinch straps, or other types of binders when such devices may prove uncomfortable to the animal.

AF 624: In the best interest of personal safety and protection from injury,the wearing of shoes, boots and all related footgear which might cause the person wearing such footgear to suffer a blister, is forbidden while walking, running, jogging, or hiking the forests of this state.

AF 789: Prohibits the use of binoculars and other magnifying devices for the spying and observation of the sexual behavior of birds.

SB 290: Establishes the use of color coding for the control of motor vehicle speeds. Requires the use of black letters against colored backgrounds on signs indicating speed limits, as follows:

A. Red for 25 MPH or less
B. Green for 26 to 35 MPH.
C. Yellow for 36 to 45 MPH.
D. Blue for 46 to 60 MPH.
E. White for 61 to 75 MPH.

Requires the painting of highway lane-dividing stripes to be colored in a manner which corresponds to the above.

Each motor vehicle shall be equipped with a variable speed governor which is capable of restricting the speed of a vehicle to each of the five forementioned speed. The interior of every motor vehicle will be equipped with a speed control panel consisting of five colored buttons which correspond to the speeds and colors listed above. The colored buttons will control the governor. Light panels, consisting of five colored lamps, will be mounted on the front and rear of every new or used vehicle. Each lights must be no less than five inches nor more than six inches in diameter.

The governor whall be designed and installed so that the maximum speed at which the vehicle may be driven can be varied by means of depressing buttons on the speed control panel. The governor and speed control panel shall be so interconnected that the vehicle cannot be driven in excess of the pseeds indicated above after the designated button is depressed and until another button is depressed. Each button on the speed control panel shall be connected with the light banks in such a manner that when a button is depressed, the corresponding lamp in the light bank is illuminated. No person shall drive a vehicle on a highway unless and until the lights in the light banks on his vehicle corresponding to the color of the roadway markings are illuminated.

ANSWER

We thought that this April Fool's column would give you a few chuckles. BUT,. if our readers from Alameda County knew that their own Senator Petris actually did introduce SB 290 before the 1971 State Legislature, we bet that they are not in a mood for laughter. Our condolences!

WONDER-TOOL

NEW PRODUCTS

Jebco announces a new universal spanner wrench. Hand-stamped from the finest recycled tin available, this wonder revolutionary wonder-tool will replace a hole boxfull of open-end, crescent, and box wrenched. Comes with handy carrying case. Specify metric, Whitworth, or SAE. $13.95, ppd.

Please, send a letter of "get well" to M. Lee, she fell off her soap box and broke her Bungy!

GENE LEE
Long Beach, Calif.

INDOOR GP SET

OUTRAGEOUS, NEV., April 1, 1971 — Desert rider John McCowen who for the past several years has ridden with his pooch Cookie in his lap, suffered a freak accident at the Dustsuckers M.C. Hare & Hound. After being knocked off his machine by a low-hanging branch, McCowen is reported in good condition, although a bit shaken.

Cookie, however, went on to take fourth overall. "Years of incessant barking and yapping couldn't convince John that he was holding me back" she woofed to Psycho Nudes canine editor, Fido. "I don't mind having him along sometimes, but when it gets right down the nitty gritty, he's too heavy."

Cookie also compalined about the lack of fire hydrants in the pits.

Pit racers are something to avoid.

Indoor Bash Real Smash

By Bull Spinser

Throughout most of the motorcycle world you can find indoor short track events to soothe the savage motorcycle racer, especially during the winter months.

A special form of the sport involves the little dealer down the street. His track is the back room and it is easily prepared after the mechanic cleans up his mess. By picking out a supporting post of the roof officials can stand and direct any crossflow traffic. Generally, the dealer is the official and you have to see him to enter the race. A charge of a sixer or so is levied and any two wheeler with an engine is OK.

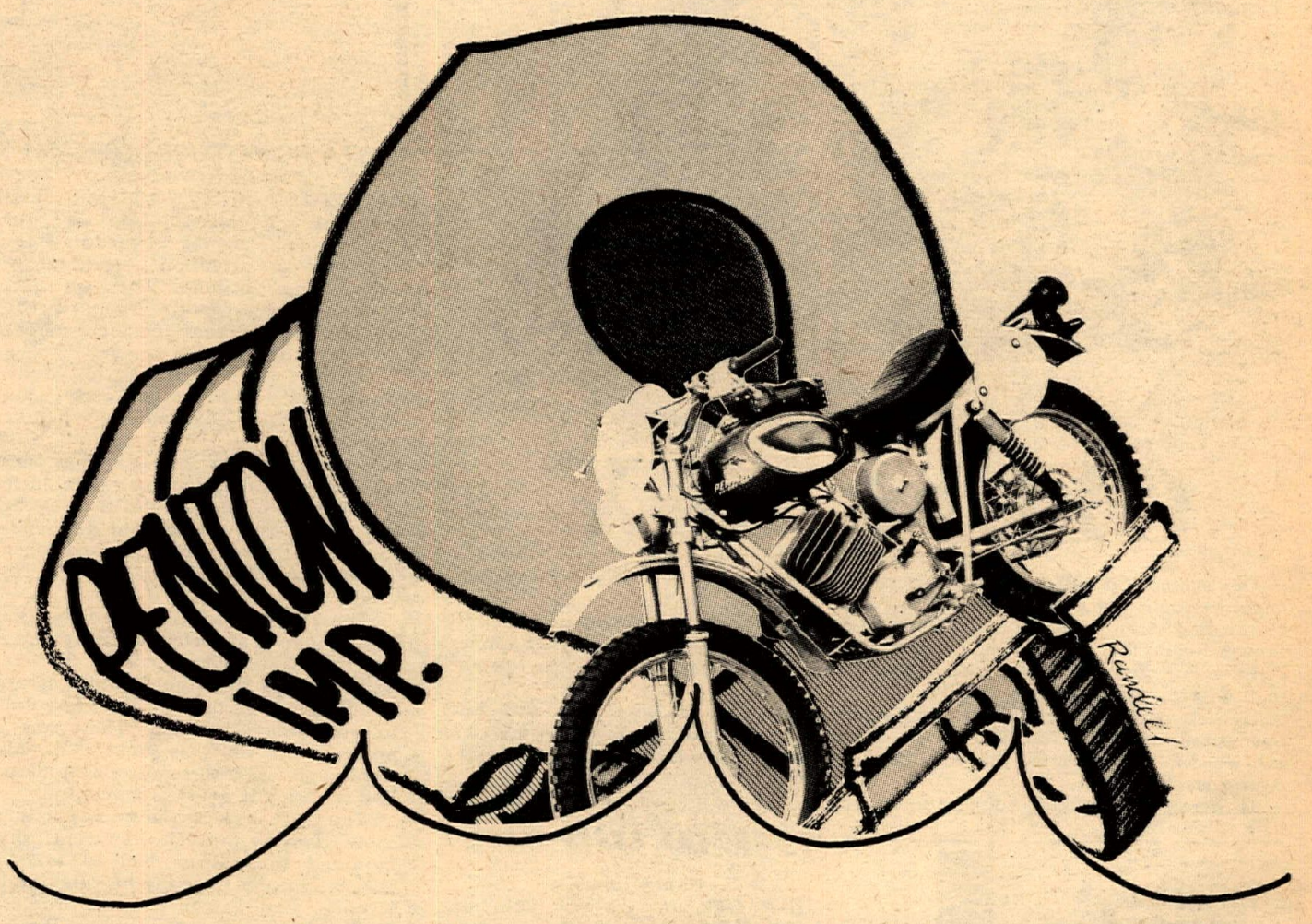
Technical inspection is very thorough and exhasuting, if you can wake up the inspector. Practice is long enough for each entrant to fall down at least once and have a break for a chilly. Qualifying is nonexistant but mandatory. Heat races are limited to three riders and the winner transfers while 2nd and 3rd place go to a semi (truck parked outside). The rest load up and go play on the freeway. Heats are limited to 20 events so as not overload the semi. Nobody transfers from the semi anyway. Usually by the main event the dealer is so wasted that even he doesn't care who makes the main and neither do the riders so the late comers ride it.

The decision of the officials of the April Fool Association (A.F.A.) is final and anything he says, goes, even if you can't understand the blithering idiot.

HOT DOG HOTSHOE

You ever wonder about how Lotta Mustard prepares for the huge crowds attending Escort Parks weekly motorcycle races? We sure have so we contacted Lotta during one of the recent racing dates to find out about the preparation. She refused the interview. Dern it.

OOPS TOO FAR



MOVIN' WEST

We are pleased to announce the opening of our new western warehouse located in Santa Ana. With the opening of this new facility, Penton West, Inc., an upgrading of the organization has now taken place. The new western headquarters under the direction of Ted Penton can now better serve all our western dealers. Large supplies of new machines, parts and other related services are now in stock. We invite our dealers to stop by our new offices.

April Fool -- We're still here!

Penton West, Inc.

2150 So. Santa Fe St.
Santa Ana, Calif.
(714) 546-5602

Visit the Penton display at the Cycle World Show – April 15-18 we'll be in booth 78.

Incredible 3-Stroker by Farggo

By Carl Shipman

When the Wankel engine was first announced, I was very skeptical, not being able to understand the idea of a rotating combustion space. Today, I believe it, because it exists, but I still don't fully understand the mechanical principle.

I feel the same way about the Farggo engine and, if I hadn't seen it and talked to the inventor, I probably wouldn't believe it either.

While visiting in Ottawa, I heard rumors of a new motorcycle engine being developed using a three-stroke engineering principle. Through an acquaintance at the Ministry of Science, I learned that this work is being done by Professor Fritz Farggo, a former associate of Dr. Kakaphonee, the pioneer of tuned exhaust systems for two-strokes. Professor Farggo's work is being supported by the Canadian Industrial Development Fund.

By telephone, Professor Farggo very kindly consented to an interview, and by this stroke of luck, I was able to obtain the first public disclosure on this revolutionary engine.

The Professor proved to be a man of impressive dignity, about 5'4", with a neat grey beard. He wore a white shop coat with an assortment of slide rules in the top pocket and the side pockets bulging with precision measuring instruments.

I carry a portable tape-recorder, and the following is my record of the interview.

"Professor Farggo, I have never heard of the three-stroke principle."

"Naturally."

"Could you please tell me the advantages?"

"Of course. The Farggo engine combines the advantages of the two-stroke and the four-stroke, with minimal vibration, excellent low speed torque, and very high specific power output.

"The basis lies in gas dynamics. In my youth, I worked with Dr. Kakaphonee during his experiments with tuned extractor systems which I believe you Americans call expansion chambers."

In the center of the shop, on a stand, was a very complex-looking engine.

Wrapped around the little engine was a nest of tubing which, to me, resembled a collection of trombones, tied in a square knot. The Professor would not permit photos, so, I can only describe it that way.

"Professor, I notice that the pipes connect into the cylinder both at the top and the bottom."

"Indeed. Now we are coming to the principle. By my computer-designed pipes, I am able to create a combustion chamber wherever I choose – one at the top of the cylinder and one at the bottom."

The computer, by the door, blinked in solemn confirmation.

"Professor, do you mean that this engine fires with the piston at the top and also at the bottom?"

"Exactly. This is made possible by the piston inverter which always places the crown of the piston in the proper direction. Here, I will show you."

When the large blueprint was unfolded, I saw a cavity in the side of the cylinder wall, halfway between top and bottom. The cavity was closed by a sliding gate. Using his developmental equations and some kinematic drawings, the Professor explained that the gate is opened and closed by a desmodromic mechanism similar to that used by Ducati and Mercedes Benz.

When I finally began to understand it, the operation seemed quite simple. As the piston passes by the cavity, the gate opens and two mechanical fingers reach out to tip the top of the piston into the cavity. Continued travel of the connecting rod rotates the skirt of the piston up to the top, and the piston head then comes out of the cavity and follows. Then, the gate closes.

There was a groove in the side of the piston to allow the connecting rod to point in either direction. Through openings that looked exactly like five porting to me, this slot is closed off by pressure pulses when necessary.

I asked, "When, in the three-stroke cycle, does piston inversion occur?"

"On stroke number two, of course."

"Of course."

It struck me immediately that this invention will solve the old two-stroke problem of crankcase compression. By inverting the piston on the down stroke, crankcase compression will be increased without resorting to stuffing, small clearances, and the other tricks in the tuner's book.

"When do you expect to have this engine in production?"

"Very soon. I have only the ignition details to finish and the problem is in the computer at this time."

Reaching for another blueprint, the Professor said, "The ignition spark is timed by these sensors along the tuned pipe system. You see, one is in the induction tract, and ...."

Suddenly, the computer started clacking out a printed sheet and Professor Farggo ended the interview rather abruptly, explaining that he wished to get on with the ignition problem. He kindly invited me back another time and I expect to return.

On the way out, I was able to glance at the computer printout. When I was outside, I wrote it down in my notebook, exactly as printed.

Like the Wankel engine, I am not able to explain these ignition details. However, for the benefit of those with a better engineering knowledge than I, here are my notes:

Sparkplug type: Y Project tip
Heat Range: Bosch 145 or equiv.
Number of Sparkplugs: 1.5

"If you don't leave my helmet alone, I'll tell Mom."

CYCLE SEX

By Swift David

One subject that often pops up in psychological circles is the idea that the bike might be some sort of sexual symbol or substitute. Based on the theories of the one of the first clean "dirty" minds, Sigmund Freud, this concept is seldom denied by thoughtful cyclists who are quick to point out to which group of bikers it applies. From a purely physical standpoint, dragsters offer the most conspicuous "proof" that motorcyclists are sexual misfits.

Cyclists are as "guilty" of misplaced manhood as an astronaut, drill-press operator, or cigar-smoker. As a matter of fact, Freud himself always carried a cigar and when a friend pointed that out, the good doctor replied, "Yes, but sometimes a cigar is just a cigar."

If there are any sexual connotations to a racing bike, it's just that it takes a lotta balls to ride one.

MONDAY HERO

By Bob Ridosh

How many of us have gone to work or school on a Monday morning sore and stiff or maybe bandaged? This of course follows a Sunday of bike racing. In our usual flip manner, while suppressing groans, we try to convince everyone that we had a great time and that we can't wait to go riding again. (That is, as soon as we limber up enough to hang onto the handlebars.) Stares of disbelief are the only replies we get, along with the usual "You must be out of your tree!" Then we launch into our well-rehearsed speech about how riding is fun, and how it relaxes us (occasionally into unconsiousness). We talk about how groovy it is to "let it all hang out" in a "full-lock slide" or doing third gear "wheelies," knowing all the time that we are talking to stone walls.

I have been racing for about three years and consider myself an absolute expert on the "four point slide" that is, two elbows and two knees. I carry my trophies with me on my elbows and knees. I think my trusty Yamaha rides me more than I it.

Being injured can have its advantages too. For all you non-dancers, next time you are at a party and some sweet thing wants to dance, but you are too embarrassed to tell her you don't know how, just say that you would love to dance but you have a leg injury and the Doc says take it easy. She will either sit down and offer comfort or walk away. If she leaves, "What the heck" you tell yourself, "Maybe she had bad breath anyway."

It happens every week

By Nancy Johnson

HIM: Did you get the plugs and other stuff today?

HER: I didn't have time. If you go right now they'll still be open.

HIM: If we load up now we can stop on the way and save a trip.

HER: But Glenda isn't home yet?

GLENDA (from her room): Yes, I am. I don't want to go. Do I have to?

HER: Yes, you have to. So get ready. And please wear some shoes.

GLENDA: Oh, Mom, do I have to?

HIM: Will you cut that out and go find your brothers. They have to help me load the bikes. Did Myron get his new tire on right this time?

HER: They loaded the bikes this afternoon. William is going with us and they had some trouble getting his new bike in the trailer.

HIM: William?

HER: You know. Billy. Bill. The kid with the hair.

HIM: That nut. He can't ride out there. He's never been off the street.

GLENDA: He can too. He just got a new Husky. He got tired of his Vespa.

HIM: Well, I don't want to be responsible. Anyway, the trailer won't carry six bikes.

HER: If you want to get out of here and stop at the shop and the market before the traffic gets too...

HIM: The market! How many times have I...

HER: I had to go to the hairdresser and she took all day and...

HIM: The hairdresser! Who did you think you're going to see in the desert!

HER: I want to look nice for you, dear.

HIM: Oh.....Well, will you please get Myron and Jordan and let's get out of here. We won't get there till midnight as it is. I hope they put the pits on some hard ground for a change. I thought we'd never get out last week. Remind me to thank those guys with the jeep.

HER: Honey, let's go.

HIM: Yeah, okay. You know, some weekend I'm going to stay home and relax and forget about the whole thing.

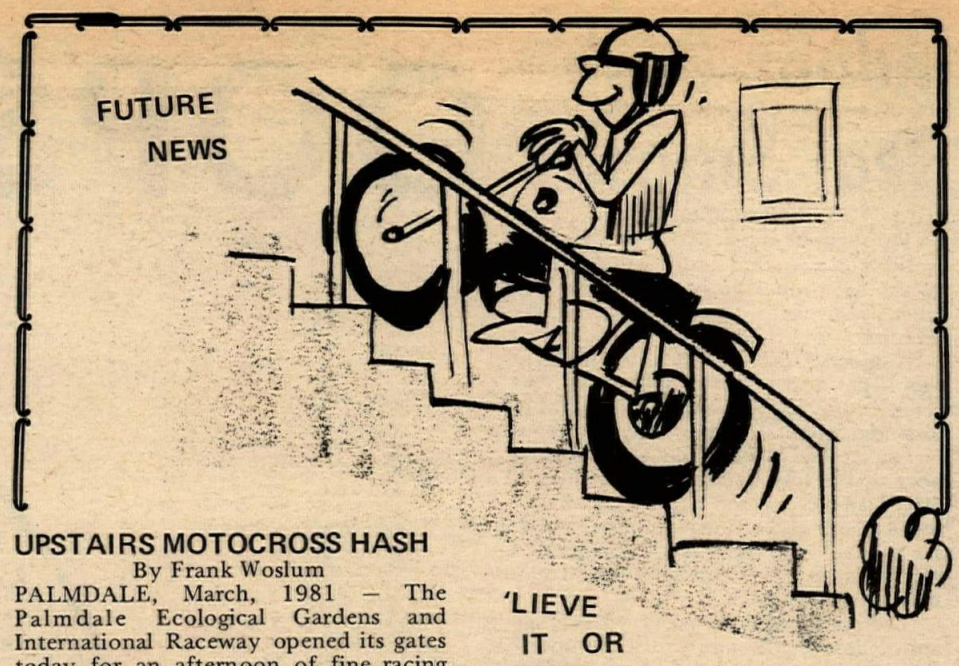
GLENDA: You said that last year.

HER: Don't get smart.

HIM: Remind me to get some firewood and I think I'll try a different jet. If I hadn't got behind that kid on the Honda last week I would have made it. He wouldn't let me by for two miles. At least I finished 89th overall. This time I'm getting a trophy, just wait and see.

HER: Honey, the traffic.

HIM: Yeah, the traffic. Let's get out of here.



UPSTAIRS MOTOCROSS HASH

By Frank Woslum

PALMDALE, March, 1981 — The Palmdale Ecological Gardens and International Raceway opened its gates today for an afternoon of fine racing under sunny ceilings. The American Quadruped Association supplied the sanction for the event and the Fetlocks M.C. did the organizing honors.

In the 0-125cc moto, John Wupperfeld leaped to an early lead aboard his Cow-asaki and stayed there to win.

The 175cc class saw Ken Falconer take the checkered flag on a hairy little Pooch. Ken, basically a desert rider (he took 4th in last week's Hoof & Hound) commented that he felt he'd been "barking up the wrong tree", so to speak, about Moto-X.

The 250 go was a repeat of the 125 Moto. John Wupperfeld brought out a new Cow-saki Green Streak for the win.

Three laps into the 360-500 event, Chris Blair took the lead on a fast Bull to bring home the gold. There was a protest and Chris is unsure of his trophy. It is this reporter's opinion, however, that it is just so much Bull.

The Open Experts put on an exciting show. Halfway through the race, Husky mounted Fred Gross had to take a D.N.F. in order to return his ride to the Kennels. Earl Falconer, Ken's brother, went on to win on a powerful B.S.A. (Big Stupid Animal).

The only accident of the day occurred when one of the factory Pooch riders had a run-in with a nearby fire hydrant. This really put a damper on the activities. Other than that, it was a fine day of racing and we're looking forward to the next gathering.

(Results on outhouse wall)

'LIEVE IT OR KNOT

Last April, Al K. Hall dropped his pull-top lid from a can of Cuurs and tossed it toward a trash-can at Saddles' Hack Park — but missed. Just last month, the course was re-laid and the track now crossed over the exact spot where the tab fell. Yesterday, Al went riding out at the park and while passing the area in question, ran over a shinning object which produced a flat tire on his front wheel. Quick examination really surprised Al as he found the object was a nail.

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A. Lotta Guff, female racing buff of the Guff household, raced in Sunday's Hairless Hound and finished last. It was her first race, ever, and she is quite proud of her feet. Sam Orr Guff, her husband, finished first. Today they separated.

(VOICES)

Dear dudes;

Me 'n' the wife 'n' kids sure got a kick out of your April Fool issue. I mean, we cracked up on EVERY page! Trudy thought your "Desert Drags" was brilliant satire while Junior and Erma spent hours giggling at the "build your own sidehack" piece when they usually watch "Let's Make A Deal".

Personally, I thought the Mint 400 take-off was the best, except for the part about the chopper.

J. KONNOLY
Torrance, Cal.

It's this week, ya dummy!...ed.

Declares End of M/cing

LONG BEACH, CAL., APRIL 1, 1971 — In a gallant gesture for the purpose of bringing peace to America, Chuck Clayton, acting in his official capacity of resident megalomaniac, announced that all motorcycling will henceforth cease and desist.

The moratorium on motorcycling was called, Clayton explains, "because of all the complaints from out there."

With the cessation of motorcycling, unemployment is expected to zoom among legislators, safety experts and policemen. They will probably be absorbed into the expanding job market for pollution experts, car parkers and bus drivers that will come about as a result of the end of motorcycling.

"Motorcycle enthusiasts don't want to be anybody's 'problem,'" Clayton said, spreading his hands eloquently. "We just thought it would be nice if people had one less 'problem' to argue about."

Having spoken thus, the former publisher rose in his balloon and it was only a moment before he was taken by the winds and soon became a tiny speck on the sky no bigger than this.

The Dirt Diggers North Motorcycle Club presents..

Hangtown 71! Motocross April 3&4 1971

Plymouth, California $1500.00 plus purse

Over $4000.00 in Cash & Merchandise.

Bob Grossi
Jim Pomeroy
Pat deBenedetti
Bill Urbana
Brad Lackey

SEE THESE TOP STARS

at Plymouth, California on Hwy 49, 13 mi. N. of Jackson, Calif. on Hwy 16 East of Sacramento.

Jim O'Neal
Tom Rapp
Marty Tripp
Steve Hanmer
Bryar Holcomb